The Outlook

DECEMBER 24, 1919

WOMEN AND POLITICS

THE Republican National Committee's Conference at Washington was marked by a number of novel features. The most picturesque feature was the appearance of women at the gathering, in response to the Committee's invitation to attend the Conference in an advisory capacity. To such a degree was the invitation accepted that the attendance at the open sessions was divided about equally between the sexes. The woman most talked about was Mrs. Medill McCormick (Ruth Hanna, daughter of the late Senator Hanna, of Ohio). As the head of the Organized Republican Women, Mrs. McCormick delivered an address on behalf of her fellow-members. In the address one felt the background of her experience in social, civic, economic, and political matters, as shown by her membership in the Girl Scouts Association, the Chicago Women's Clubs for Civic Improvement, the National Woman's Suffrage Association, the American Association for Labor Legislation, the Woman's Trade Union League, and the Illinois Consumers' League. The last named she represented before the Illinois Legislature in working for the passage of a child labor law.

Mrs. McCormick thus referred to a great Republican:

> Your Committee, through its memorial resolution, has borne witness that under the leadership of Theodore Roosevelt in the months before he died the Republican party recovered the political majority and moral authority which for a space it had lost. We met defeat. The people again have bestowed that confidence upon us. We now know that we cannot maintain that new-won confidence of the country except as we hold to those policies of social progress under the law and to those principles of exalted and fervent Nationalism which Theodore Roosevelt proclaimed through life to its very end.

Then she described the new position of women:

> Our ideal is that of an American America, where industrious and country-loving men and women all may win a happy competence and grow old, secure from want and blessed in the promise of the growing generation. Eighteen of the twenty-two States which have ratified the Suffrage Amendment are Republican, and I confidently predict that the remaining eleven Republican States will ratify in time for the women to participate in the coming Presidential election. . . .
>
> Gentlemen, this is our country no less than yours. We have sacrificed as you have in its defense. We do not purpose to yield our inherited and ordered liberties for any scheme of Socialist or imperialist internationalism. You must know, gentlemen, that, like you, we all are citizens, we are Republicans, we are Americans.

The legislators in seven States will convene in regular session in January. At least five of these States, it is expected, will ratify the Woman Suffrage Amendment. That will make twenty-seven. To make ratification effective nine more States are needed. And just this number of States that have not ratified have Republican Governors. We are not surprised, therefore, that, in harmony with Mrs. McCormick's feeling, the Republican National Committee adopted a resolution calling upon the Governors of Republican States which have not yet ratified the Suffrage Amendment to call special sessions of their Legislatures in January for the purpose of ratification. Of course the suffrage workers expect that several Democratic States will also ratify and that women will be able to take part in all the Presidential primaries.

(C) Western Newspaper Union

MRS. MEDILL McCORMICK

THE REPUBLICAN NATIONAL CONVENTION

THE date and place for the convening of the Republican Convention are to be June 8 and Chicago. No one can vote on this question except those chosen by the States as their representatives on the National Committee. So the women at the Conference had no vote. In any event, Chicago would probably have been chosen. It was, however, a coincidence that Chicago happens to be the home of the woman whose eloquence aroused the long-continued applause of her hearers.

In deciding upon reservations of seats on the floor of the Convention, the Committee has ruled, we note, that seats are to be reserved for women who are at the head of party affairs in each State.

The selection of women to membership on the new Policies Committee should also be noted. The National Committee has wisely decided to overturn the usual practice of completely drafting the party platform in two all-night sessions of the Resolutions Committee at the Convention. While the Policies Committee may not supplant the other body, it will bring to it the result of six months of concentrated thought in which all important elements of party opinion will be represented. The new Committee will consist of certain members of the National Committee and also of men *and women* representing labor, capital, agriculture, foreign affairs, etc.

The Committee adopted a new reapportionment of States. The net result will be a reduction of seven in the number of delegates to vote in the 1920 Convention, the total being 984.

WAR-TIME PROHIBITION CONSTITUTIONAL

WITHOUT a dissenting voice, the United States Supreme Court has declared that the War-Time Prohibition Act, which Congress passed on November 18, 1918, and which went into effect July 1, 1919, is not only Constitutional, but is also still valid.

Many men engaged in the manufacture or sale of liquor had kept their stocks on hand in the hope that the decision of the Court would bring to an end the operation of the law and would enable them, in the interval between the decision and the beginning of Constitutional prohibition, to sell at a large profit. What will become of the millions of gallons of whisky and wine now in storage is a question which no one seems to be able to answer. They cannot legally be sold for use in America unless the War-Time Prohibition Act should expire before Constitutional prohibition begins, and that is a contingency so remote as to be negligible. The people of the United States may, therefore, be confident that

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there will be no "wet holiday." If the Senate should approve the ratification of the Treaty and the President should ratify it; or if the President should proclaim formally the conclusion of the war; or if Congress, by joint resolution, should pass, with the approval of the President or over the President's veto, a resolution declaring the war at an end, the War-Time Prohibition Act would conceivably expire. But it is almost impossible that any of these things could happen and be put into effect within the less than four weeks that remain before the beginning of Constitutional Prohibition.

The two chief questions before the Supreme Court concerning this Act were, first, whether Congress had power to enact such a law, and, second, whether war-time prohibition had not expired by virtue of the practical conclusion of the war.

It was argued that in passing this law Congress virtually destroyed private property without compensation. To this the Court answered that the Federal Government may impose restrictions upon property, consistently with the Fifth Amendment, for a permitted purpose, just as a State, consistently with the Fourteenth Amendment, may impose restrictions in the exercise of the police power. The law did not appropriate liquor for public uses. It simply prohibited its sale after a certain date. There were seven months and nine days in which the accumulated stocks of liquor could be disposed of; and the fact that it was inconvenient to dispose of them did not render the action of Congress a taking of property in a Constitutional sense.

The Act is therefore Constitutional.

It was argued that the war had virtually come to an end, since hostilities had ceased and evidently would not be resumed; that demobilization had been effected; that the President, in vetoing the Volstead Prohibition Enforcement Act (which is not involved in this decision), had referred to the "demobilization of the Army and Navy" as having already occurred, and that the declared purpose of the Act to conserve the man power of the Nation for the production of arms and munitions, etc., had been satisfied. To this the Court answered that this Act had been approved after the Armistice; that Congress had passed the Prohibition Enforcement Act over the President's veto; that the Senate had refused to ratify the Treaty of Peace; that under war powers the President has resumed the control of fuel, is still operating the railways, continues to control the supply of grain and wheat flours, regulates the price of sugar, urgently recommends the further extension of food control, is keeping American troops in occupied territory, and has refrained from issuing a proclamation of demobilization. The Court holds, therefore, that the "conclusion of the war," as this phrase is to be understood for the interpretation of this Act, has not yet been reached.

The Act is therefore still valid.

The opinion in this case, read by Mr. Justice Brandeis, is framed in such language as to be intelligible to any intelligent layman.

WHAT THE SUPREME COURT'S DECISION DOES NOT DO

THIS decision does not interpret the so-called Volstead Law which was passed for the purpose of providing means for enforcing both war-time and Constitutional prohibition.

The Volstead Act defines intoxicating liquors as those containing more than one-half of one per cent of alcohol, authorizes the use of injunctions for preventing the sale of liquor and thus removes liquor enforcement cases from trial by jury, prescribes the limitations under which liquor for non-beverage purposes may be sold or transported, prohibits liquor advertisement, provides that any one injured by an intoxicated person may recover damages from those who have sold liquor to the intoxicated person, makes property, such as a vehicle, used for the illegal sale of liquor subject to seizure, provides penalties, makes provision for the denaturation of liquor, and places the enforcement of the Act in the hands of the Commissioner of Internal Revenue, his assistants, agents, and inspectors. To what extent the provisions of this Prohibition Enforcement Act are Constitutional and valid is not determined by the decision of the Court on the War-Time Prohibition Act.

The Court, moreover, points out that it does not inquire into the motives of Congress or into the wisdom of legislation.

On the question of the wisdom of war-time prohibition the people of the United States themselves are competent to pass judgment. We believe the great majority of Americans will be relieved to know that there is to be no period of unrestraint in the liquor traffic, and will approve the action of Congress, in spite of the recommendation of the President to the contrary, in insisting on the maintenance of the prohibition law, without a lapse.

GENERAL PERSHING REPORTS

"THE Allies are very weak and we must come to their relief this year, 1918. The year after may be too late."

This was the situation in Europe practically eight months after we entered the war, as expressed in a cable message to the War Department on December 2, 1917. How America came to the rescue is described in the report in which this cable message is quoted. General John J. Pershing, Commander-in-Chief of the American Expeditionary Forces, has given in this report to the Secretary of War an official account of America's military contribution to victory. It is compact enough to be read through at a sitting, but extensive enough to give a fairly comprehensive view of the situation as it developed from early in 1917 until after the Armistice. The full text has been printed by the New York "Globe." It is out of the question to attempt a summary of such a report. Certain points, however, are worthy of special mention.

It is natural that the American General in command should emphasize America's contribution; but even making allowance for natural and commendable partiality for his own country, the reader will find in this report that America's contribution was regarded by others than the Commanding American General as essential. Indeed, the deliberation which marked certain phases of our preparation put a tremendous strain upon the nerves of those who were looking for America's aid when they were in desperate straits. Lloyd George, Clemenceau, and Orlando, as late as June, 1918, joined in a message to the President saying, "There is great danger of the war being lost unless the numerical inferiority of the Allies can be remedied as rapidly as possible by the advent of American troops." By the end of July the situation had changed so that "it seemed reasonable at that time to look forward to a combined offensive for the autumn," says the General, "which would give no respite to the enemy and would increase our advantage for the inauguration of succeeding operations extending into 1919." No longer, then, was there talk about losing the war; but even as late as September 2 of last year, when a conference was held at Marshal Foch's headquarters, "no one present expressed the opinion that the final victory could be won in 1918."

Now we all know how the German machine collapsed, and what part in that collapse was played by the American offensive, especially in the Argonne. General Pershing states what we think will be generally conceded by our allies and our enemies alike, that it was the "spirit of determination animating every American soldier that made it impossible for the enemy to maintain the struggle until 1919."

It is well, however, to note at the same time the evidence that this report affords of American dependence upon Great Britain and France. Without British shipping we could not have transported

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our troops in sufficient numbers to have turned the scale. Without the training which the British gave our untrained and semi-trained men we should not have had the nucleus of veteran troops which gave that American spirit of determination its direction and power. How dependent upon our allies we were for essential munitions may be indicated by these partial quotations from the report: "... We accepted the offer of the French Government to supply us with the artillery equipment of 75's, 155mm. howitzers, and 155 G. P. F. guns from their own factories for thirty divisions. . . . Although we soon began the manufacture of these classes of guns at home, there were no guns of American manufacture of the calibers mentioned on our front at the date of the armistice." "In aviation we were entirely dependent upon our allies, and here again the French Government came to our aid until our own programme could be set under way." "In the matter of tanks we were compelled to rely upon both the French and the English. Here, however, we were less fortunate, for the reason that our allies barely had sufficient tanks to meet their own requirements."

While our allies had reason to be thankful that America joined them at the critical moment, we have perhaps even greater reason to be thankful that we were not called upon to face Germany alone and unprepared, but that when we went to war against this menace to our liberty we went under the protection of our friends and with assistance that proved ample to make up for what otherwise would have been our fatal deficiencies. If there is material in General Pershing's report for the cultivation of a wholesome American pride, there is also material for the cultivation of an equally wholesome and perhaps more needful American humility.

THE COAL SETTLEMENT

THE acceptance by the miners of the compromise measure suggested by President Wilson to end the coal war indicates that conservative forces really hold the upper hand in the organization of the United Mine Workers. Practically the only opposition to the recommendation of President Lewis that the miners accept the compromise came from Frank Farrington, leader of the miners in Illinois and an avowed radical. At the conference of the leaders of the union only one dissenting vote was cast when the miners' officers were asked to indorse the conciliatory policy of their leader.

President Wilson's plan provides for the immediate resumption of work by the miners at a wage increase of fourteen per cent above what they were getting when they struck on October 31. The plan further stipulates that in the meantime a Commission of three shall be appointed by President Wilson, to include representatives of the miners, the operators, and the public, for investigating conditions with a view to recommending a new wage scale. In other words, the fourteen per cent increase now granted is only a temporary settlement.

The resignation of the Fuel Administrator, which followed the acceptance of the President's plan, was due to Dr. Garfield's belief that the public interests will not be adequately protected by the Wilson three-man Commission. Dr. Garfield explained that he feared that the representative of the miners and the representative of the operators might agree on an arrangement which would not be to the interests of the public, and that in such case the third member of the Commission, representing the public, would be powerless.

With a few exceptions, the fuel-saving restrictions which had been imposed only a few days before the strike ended were raised promptly after the announcement that miners and operators had accepted the Wilsonian compromise.

AN HONORABLE FOE

REPORTS have come from several quarters that posts of the American Legion have attempted to break up concerts given by Fritz Kreisler. So far we have seen no confirmation of such reports, but there is no doubt that certain men who were in the military service of the country during the war have made it sufficiently uncomfortable for Fritz Kreisler and the patrons of his concerts to cause those concerts to be canceled in certain cities.

It does not appear that the action of these enthusiasts is representative of a general sentiment, particularly among the men who actually went overseas and fought. Fritz Kreisler, it is true, besides being probably as great as any of the living masters of the violin, if not the greatest of them, was an officer in the Austrian army. Every evidence, however, is to the effect that he was an honorable soldier, who fought for his country because he owed allegiance to it, but fought, not as a Hun, but as a man and a gentleman. The more a soldier despises the coward and the brute and the fiend, the more willing he is to acknowledge the rights and respect the conduct of an honorable foe.

So long as we were engaged in battle against Austria-Hungary, Mr. Kreisler declined to appear in public except for charitable purposes. Now, however, that his country is not only defeated but rendered powerless, Mr. Kreisler, like every other Austrian, ought to be considered on his record and merits as an individual. If Mr. Kreisler had shown any such inclination to make of his music a means of foreign propaganda as certain Germans recently did in New York by the performance of opera in German, protest against his appearance would be reasonable. But Mr. Kreisler is primarily an artist. Those who do not wish to attend his concerts need not do so; but there is

Bain News Service

FRITZ KREISLER

no public service to be rendered in preventing his appearance, and very good reason for believing that the public interest can be served by encouraging such high and disinterested art as his.

BERKMAN AND GOLDMAN

SINCE May, 1917, warrants have been issued for the arrest of 697 alien Anarchists, and now, we learn, for some four hundred more. Of all these, it is said that, under the deportation section of our Immigration Law, we have got rid of sixty!

But more are going. Chief among them are Alexander Berkman and Emma Goldman.

The memory of Berkman's most sensational exploit here was revived the other day by the death of Henry Clay Frick, whom he tried to kill in 1902. For a generation Berkman and Goldman have been preaching and teaching Anarchy. They have been a menace to society. Their activities have been condemned by all decent folk.

At last aroused, the Government, in October, ordered their arrest and deportation. Their lawyer admitted that his clients were Anarchists, but contended that there was insufficient evidence to

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ALEXANDER BERKMAN

warrant deportation and charged that the Secretary of Labor exceeded his jurisdiction in issuing the deportation order. The constitutionality of the statute was also attacked.

The Federal Court of the Southern New York District dismissed an application for habeas corpus writs. Thereupon the Anarchists asked the Federal Supreme Court to receive an appeal from the action of the lower court. The Supreme Court held that Berkman had no ground for an appeal, but postponed a decision in the woman's case. If the Court did allow the appeal, it would, her counsel thought, refuse bail pending further argument, hence she withdrew her application because, as she is reported to have said, "deportation would be preferable to continued custody on Ellis Island without proper opportunity for exercise, and where the censor of the Department of Justice comes only once or twice a week to examine and allow mail to pass back and forth and visitors are only seen through a wire screen."

Berkman and Goldman are to leave, it is said, on a transport bound for Russia and in the company of several hundred other Russian undesirables. Nearly a hundred Russian Anarchists are held at Ellis Island for deportation, and several hundred are in various parts of the country, most of whom, we are glad to learn, are on their way to the port of New York for deportation. The transport thus becomes a kind of Bolshevik Ark. Its passengers go back to the land from whence they came. Would that all other secret sympathizers might go too!

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EMMA GOLDMAN ON HER WAY TO ELLIS ISLAND

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CHILDREN OF THE OPEN-AIR TUBERCULOSIS CLASS ON THE STEPS OF THE NEW YORK CITY PUBLIC LIBRARY

A FIGHT FOR LIFE

EVERY doctor, every health officer, every intelligent student of vital statistics, knows that the war against tuberculosis is a fight for the life of the race. Not merely the number of deaths claimed by the "white plague," but such facts as that the disease chiefly attacks young people or people in the prime of life, that it is more prevalent among workers than idlers, and that it is more and more dangerous where humanity crowds closely together, make the problem a National and world question rather than a personal or local one.

Fortunately for the hopes of humanity, we know much more about the disease than we did a generation ago. We know that it is curable if taken in time, that it is preventable, and that it is spread largely by lack of knowledge, by neglect, or by carelessness. Consequently the menace is one that can be adequately met by education, by common effort, and by science.

The National Tuberculosis Association is leading in the combat against this foe to health and life. It reports that where active anti-tuberculosis campaigns are waged there is evidence of rapid decrease in the death rate from this cause, but that the plague kills at least one hundred and fifty thousand persons a year in the United States—one every three minutes. The Association has just been carrying on a special campaign for money. The funds raised are expended in establishing clinics and dispensaries and hospitals, in furnishing visiting nurses, and in other practical measures. The American Red Cross co-operates with the National Tuberculosis Association in this campaign, and for years an appeal has been made through the distribution of the Red Cross Christmas stamps. This device has always had a special interest for The Outlook because it was proposed by one of its contributors, Miss Emily Bissell, and was brought into extensive use and notice by another contributor, Jacob A. Riis. This special campaign for this year has, we believe, come to a close. But the need of funds and encouragement is continuous and is not limited by this particular campaign. We very earnestly advise our readers to send for information to the National Tuberculosis Association, at its headquarters, 381 Fourth Avenue.

BY AIR FROM LONDON TO AUSTRALIA

THE feat of Captain Ross Smith, the Australian aviator, stands by itself among the memorable achievements in air flight. From London to Australia is

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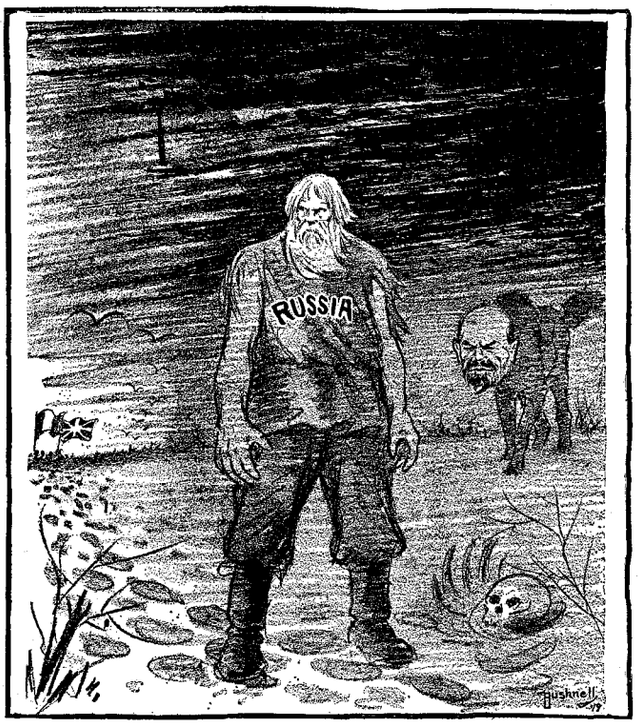
CARTOONS OF THE WEEK

Kirby in the New York World

JUST ONE DOTTED LINE AFTER ANOTHER

Bushnell for the Central Press Association



LEFT TO WORK OUT HIS OWN SALVATION

Harding in the Brooklyn Eagle

LEAVE HIM ALONE, OFFICER, HE HASN'T STARTED ANYTHING—YET

Watts in London Opinion

The Dame: "Well, sonny, what do you want to buy to-day—toffee?"
The Boy: "You bet I do—but I've got to buy soap."

Riley in Blighty (London)

"If you can supply me with two rooms I'll give you ten pounds a week."
"You're too late; a gentleman's promised to marry me for them two rooms."

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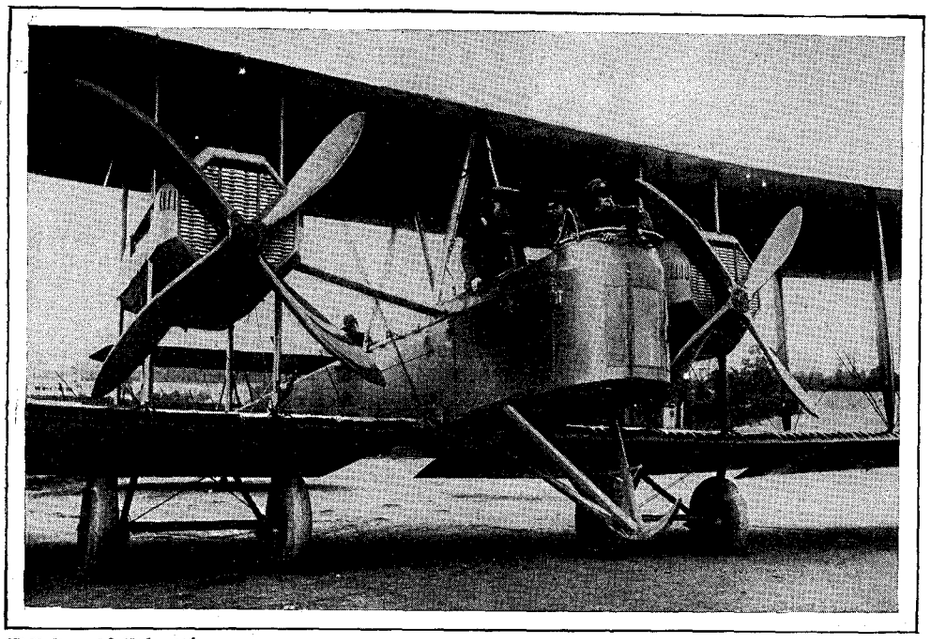

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AIRPLANE IN WHICH THE FLIGHT FROM ENGLAND TO AUSTRALIA WAS MADE

something over 11,000 miles; the condition of the flight was that it should be accomplished within thirty days. The money prizes at stake were two—one of $40,000 offered by the Australian Government and one of $10,000 offered by the Sydney "Sun." Captain Smith accomplished the flight within the required thirty days, and, indeed, had two days to spare. As has been pointed out, the achievement was in distance and time about equal to what would be involved in crossing the United States four times in immediate succession, each flight to be made within a week. It is obvious that this would, in fact, be much more than four times as difficult as it would be to go from New York to San Francisco once in a week, because of the continual increase in the probability of serious engine trouble or accident.

Time and distance were not the only remarkable features about Captain Smith's air voyage. The journey involved crossing countries sparsely inhabited and only partly civilized; it required landings to be made at stops where there were little or no conveniences for repairs or supplies; and it was made through widely different climates and over sea and land. The account of Captain Smith's adventures was told in brief despatches successively from Lyons, Pisa, Rome, Canea, Cairo, Basra, Benderabbas, Karachi, Delhi, and Singapore. But these are only the names of prominent and important places. A list three times the length might be made of other stopping-places the names of which would be unfamiliar to many students of geography. The despatches are full of oddities and interest. Here, for instance, is one line: "Passed Bagdad, Kut, Garden of Eden, and landed at Basra at 4:40." At Bendarabbas, in Persia, Captain Smith comments: "Great interest manifested by local inhabitants. Some had never seen an airplane."

It is no wonder that when Captain Smith arrived at Port Darwin, in Australia, he was overwhelmed with congratulations and cablegrams of appreciation from all parts of the world. His only competitor in actual flight was a French military aviator, Lieutenant Etienne Poulet, who made a close race with Captain Smith as far as Bangkok. The two airmen left that place on the same day, December 10, but, so far as we have noted in the despatches, Lieutenant Poulet has not since been heard from. A feat like this leaves far in the rear the imaginative pictures drawn long ago of the possibilities of future invention by such writers as Jules Verne and Conan Doyle.

THE FRICK MUSEUM

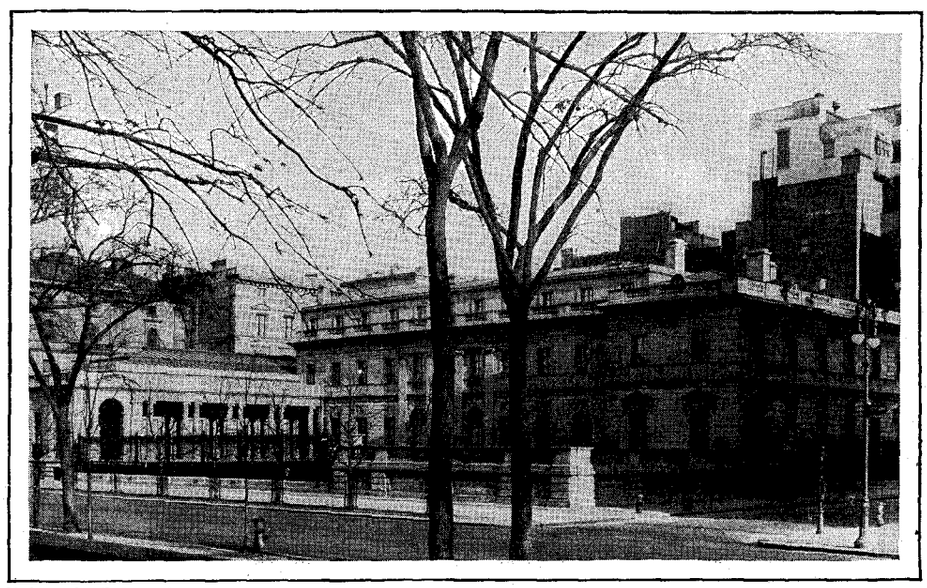
MR. FRICK built his New York City house as a residence which would also prove a model museum. He believed that art objects should be preferably housed, not in one great museum perhaps difficult to get at by many people, but in many small museums, each with its definite plan, where the public would not be bewildered by too lavish display, but where the objects could be studied simply and at first hand. As one such potential museum Mr. Thomas Hastings, the eminent architect, designed the Frick mansion on Fifth Avenue, occupying the entire block front between Seventieth and Seventy-first Streets. It is to be, as the will directs, "for the use and benefit of all persons whomsoever, to the end that the same shall be a public gallery of art to which the entire public shall forever have access."

Since the death of Mr. Morgan (1913) Mr. Frick has been recognized as the foremost American collector.

While the collection seems dominated by Rembrandt's "Portrait of Himself," of equal interest to the art student are the three examples of Vermeer—and Vermeer painted comparatively few pictures. There are three other Rembrandts and three examples of Hals. Of the allied Flemish school there is Rubens's great portrait of the Marquis de Spinola, the Spanish general, and of Van Dyke there are no less than eight examples.

Among the Italian paintings Titian's portrait of Aretino stands pre-eminent, and in the Spanish school the portrait by Velasquez of Philip IV of Spain.

Of the English school the chief treasure is Gainsborough's "The Mall," said to be his greatest picture. There are also five Romney portraits, including "Lady Hamilton as Nature." Hogarth, Hopp-



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THE FRICK RESIDENCE ON FIFTH AVENUE, NEW YORK—EVENTUALLY TO BECOME PUBLIC PROPERTY

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ner, Raeburn, Reynolds, Turner, and Constable are represented.

The French school is represented by Corot, Daubigny, Troyon, and other modern masters, but especially by the work of one who painted a century and a half ago, namely, Fragonard, for here are his famous panels ordered by Louis XV.

The American school is seen at a great disadvantage contrasted with all these European masterpieces. It is represented by but four pictures, yet all of them of the first rank—a Gilbert Stuart portrait of Washington and three superb examples of Whistler.

The Frick museum will assuredly take its place alongside those other notable examples of small museums in great cities—the Wallace Museum in London and the Poldi-Pezzoli in Milan. Such museums add both to the diffusion and to the democracy of art.

THE AMERICAN LEGION

OUR readers know what importance we attach both to the present and potential value of the American Legion in American life. For this reason we are glad to print the following letter regarding an editorial review of the recent Legion Convention which appeared in The Outlook for November 26:

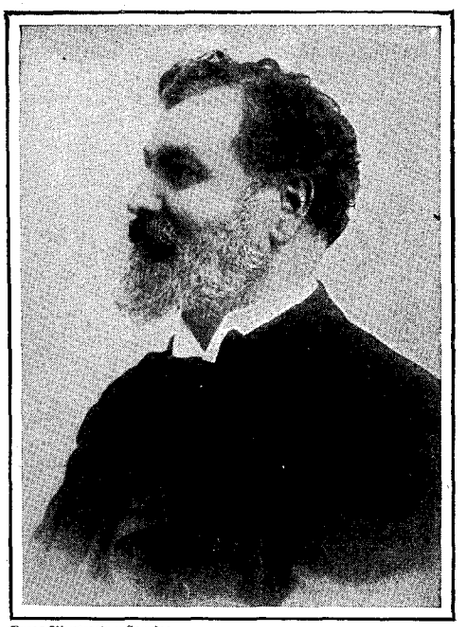
> I have read with much interest the editorial review of the American Legion in the November 26 issue of The Outlook, and consider it the fairest and best review of the Convention that I have read. The writer judges the Legion on its merits, which is what the Legion itself wants. Too many editors consider the Legion as an organization of soldiers, disregarding their efforts as citizens to help solve some of the problems confronting America.
>
> However, I believe that the writer of the article makes a serious mistake in interpreting the conclusions reached by the Convention in reference to the military policy of the United States. The delegates did not straddle the question when they recommended "universal military training" and opposed "compulsory military service in time of peace." Service begins when training ends. The training shall be universal and compulsory, but, having completed his service, the young man shall not be held for service. In other words, the time given by the young man, on arriving at a certain age, shall be devoted exclusively to training, and the other work of the army, such as garrisoning our colonial possessions, shall be done by volunteers. This is what the Legion intended, and I believe it is a correct interpretation of the resolution adopted by the Convention.
>
> I would appreciate your opinion on the subject as I have presented it.

This letter was written before its writer had seen what we said two weeks ago in The Outlook about this matter. Under the caption "We Make a Willing Correction" we anticipated our correspondent's point. He is quite right.

ANATOLE LE BRAZ

IN succession to M. Fernand Baldensperger the new Professor of French Literature at Columbia University is to be M. Anatole Le Braz.

M. Le Braz is before everything a Breton. He looks like one, as contrasted with other kinds of Frenchmen—that is



Press Illustrating Service

ANATOLE LE BRAZ

to say, he is somewhat stocky in appearance and can be austere, if necessary, as he is vivacious in manner. His smile is peculiarly expressive. His speech is pleasant to the ear and doubles the weight of what he has to say. He always speaks earnestly and often eloquently. He has spoken frequently in this country, which he has visited repeatedly, lecturing generally under the auspices of the Alliance Française. Those who have been privileged to hear his American lectures have noted how he emphasizes certain features of French life, showing, for instance, that France has been purging herself, especially as indicated in her literature, of Zolaism and materialism; that the idealistic spirit is again to the fore; and yet, paradoxical as it may seem, that France is also turning more than ever to the practical; finally, that the Feminist movement in France is daily growing in strength. Long before the war proved it, M. Le Braz declared that the young blood of France was heroic to an unappreciated degree, but that one day the world would appreciate it. This prophecy has indeed been fulfilled.

The books of M. Le Braz are distinguished both by dramatic point and delicacy. He has written much about his people—with whom he is proud to class himself. He is an expert in Breton lore and history, as one may judge from some of the titles in his long list of books.

M. Le Braz was born sixty years ago at Duault, in that northern part of Brittany now known as the Côtes-du-Nord. His home is in the central part of that province, namely, in Rennes, the ancient capital of the duchy down to the time when it passed to France through the marriage of Anne of Brittany to Charles VIII (1491).

The University of Rennes counts M. Le Braz in its professorial staff. He is not only a *docteur ès lettres*, he is also an *Officier* of the Legion of Honor, which means that all France has recognized his worth.

THE RHODES SCHOLARSHIPS

THE names of the first Rhodes Scholars to be appointed for the United States during the past two years are now announced. Had it not been for the war, they would have gone to Oxford in 1918 and 1919. Those selected as of 1918 will enter next January, and those selected as of 1919 will enter next October.

The competition was keener than at any time during the fifteen years since the Scholarships began. Many candidates had seen military service and many had already studied at Oxford under the plan established by the American Expeditionary Force.

After next year the regular yearly quota for this country will be thirty-two, the distribution among the States being so arranged that each State sends one man two years out of three.

The Rhodes Scholarships were established in 1902 by the will of Cecil Rhodes, one of the empire builders of our time. He left most of his wealth to found three-year scholarships at Oxford valued at $1,500 a year each. Of these, those allotted to America had as reason for existence the founder's desire to stimulate Anglo-American friendship; as he said, "educational relations form the strongest tie."

Until the present time the choice of candidates from each of our States has been vested in a committee consisting of the heads of the largest and most highly rated collegiate institution of the State. Henceforth the task of selecting the Rhodes Scholars is to be intrusted to a committee composed of ex-Rhodes Scholars here, of whom there are from three hundred to four hundred at present.

The four qualifications for these scholarships have not been, we think, sufficiently appreciated. They are: (1) Scholastic attainment; (2) success in outdoor sports; (3) the qualities of manhood—truth, courage, devotion to duty, sympathy for and protection of the weak, kindliness, and unselfishness; (4) what-

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ever qualities of leadership the candidates may have displayed. As Mr. Rhodes suggested, in judging the candidate a basis of two hundred points is taken; sixty points each are allowed to the first and third qualifications—that is to say, to scholarship and manhood; and forty each to the second and fourth—that is to say, to physical fitness and the quality of leadership.

RATIFY THE TREATY

CORRESPONDENCE, conversations, and consultation of the newspaper press convince us that if the voters of this country could be assembled in one huge auditorium for the purpose of holding a referendum on the Treaty of Peace and the League of Nations, a decided if not a very large majority would vote for immediate ratification, with simple, explanatory, but not destructive reservations.

The people have come to this conclusion because they see that the delay, which has now, to some extent at least, degenerated into a personal and factional quarrel between the President and certain of his antagonists in the Senate, is threatening the whole world, including the United States, with industrial, economic, and social disaster. Neither the Congress of the United States, nor the Legislatures of South America, nor the Parliaments of Europe can properly deal with pressing and burning domestic problems because nobody knows what our international relations are going to be during the next five or ten years. Foreign exchange is in a chaotic condition, which means that the vast business of exchanging commodities throughout the world is abnormal and interrupted. Good judges of finance say that if this condition of economic and mercantile instability is not remedied we shall have, in spite of the present appearance of prosperity in this country, an industrial collapse that will make the previous panics of this generation "look like thirty cents." This is the purport of the non-partisan and non-political resolution recently passed by the New York Chamber of Commerce urging immediate ratification. There can be no society of any kind without normal and stable industry. Those who are reading Senator Beveridge's masterly "Life of John Marshall" will be reminded forcibly that the Constitution of the United States was written and ratified a century and a quarter ago primarily because of the intolerable economic situation in the original thirteen States which threatened to bring political chaos in its train.

The executive and the legislative departments are in a sorry mess over the Treaty, but the people have reached a point where they are more interested in getting out of the mess than they are in settling the question as to who is responsible for getting the country into it. Conciliation, compromise, mutual consideration, and reasonable action are what is needed.

We regret that the President in the most recent statement issued from the White House last week appears to be still dwelling upon the partisan aspects of the controversy. That statement said:

> He [the President] has no compromise or concession of any kind in mind, but intends, so far as he is concerned, that the Republican leaders of the Senate shall continue to bear the undivided responsibility for the fate of the Treaty and the present condition of the world in consequence of that fate.

We submit that this is not the spirit in which the question must be dealt with. The President cannot rid himself of a grave responsibility by passing it along to others, no matter what their shortcomings may be. It is as though the master of a torpedoed and sinking vessel should stand upon the bridge with folded arms and say that he intended that the women and children who persisted against his advice in keeping lights burning in their cabins should continue to bear the undivided responsibility for the fate of the vessel and the consequences of that fate. The President must do his part in saving the Treaty; the country expects it of him; it is not too much to say that the country demands it of him. He may sincerely think that the Republicans are responsible for the shipwreck; but if the ship goes down, the innocent Democrats will drown as well as the guilty Republicans.

If the President, on the one hand, and Senator Lodge, on the other, the acknowledged leaders of the two contending forces in the treaty-making conflict, can forget their personal and political antagonisms, at least temporarily, reasonable and successful action can be obtained in a week's time.

If we could see the President, we should venture to tell him the following story of an actual experience: Some years ago a member of the staff of The Outlook was driving over a New York State road which was in a shocking condition of disrepair He found a contractor with a gang of men trying to mend the road with a hopelessly inadequate supply of broken stone. When asked why he did not use more material, the contractor replied that he had just put the same question to the Highway Commission in Albany over the long-distance telephone, and an official of high authority had replied: "You —— Republicans built that road, now you —— Republicans can ride over it!" apparently totally unconscious of the fact that the holes and ruts in the road jounced the Democrats who used it quite as uncomfortably as the Republicans. Having told the story, we should leave the President to make his own application.

MEXICO

IT is pretty difficult to discuss or even to think about the Mexican situation dispassionately. But it is certainly the duty of every reasonable and right-minded American to control the natural impulses of irritation and indignation that spring from specific cases of Mexico's tactlessness or injustice, like the Jenkins case, for instance, and to consider the general principles which ought to guide the relations of the United States and Mexico.

There are grounds for antagonism on both sides. We doubt if the Mexican people or Government have recovered from the resentment created by our forcible capture of Vera Cruz. The fact that, after taking the city and killing some inhabitants, we retired more or less gracefully, does not relieve the situation. As a matter of fact, brushing aside all technicalities, we made war on Mexico on that occasion, and the war came to an end because we got tired of it and were big enough and strong enough to abandon it without thinking of the consequences. Mexico abandoned the war because she was too weak to prosecute it. A big man takes up a little man by the coat collar, shakes him, drops him, and passes on. However indifferent the big man may be to the episode, the little man is not likely to be amiable or go out of his way to cultivate friendly relations with the big man for some time thereafter.

This is the psychology of Mexico's attitude toward the United States. The bald fact is that President Carranza does not like the Government or the people of the United States, and it is inevitable that he and his associates should show that dislike on every occasion when the two Governments come into controversial contact. Nor can it be said that American newspapers or public men are on the whole doing much to assuage this dislike. A typical American attitude is that the little man deserved the shaking and if he does not mind his p's and q's he will get another and probably a harder one. This is what lies back of the Jenkins case and also back of the oil controversy.

Extraordinarily rich and valuable oil-bearing lands have comparatively recently been discovered in Mexico. They have been almost wholly developed into producing properties by American and British energy and capital. The fact that the Mexicans had neither the money nor the skill to develop these lands themselves is perhaps only an additional reason why they look upon the British and American oil enterprises with jealous eyes. At all

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events, the difficulties which they are throwing in the way of oil production by foreign interests in Mexico are exasperating, and it is alleged threaten to interrupt and perhaps destroy the productive efficiency of the American and British oil companies. Fuel oil has rapidly grown to be an essential factor in modern industrial and social life. If the production of Mexican oil is hampered or interrupted, the consequences will be as grave as those following the coal strike, perhaps graver. What can be done about it?

It is a fundamental principle in our American conception of justice that private property cannot be taken for public use without compensation. If Mexico is taking the private property of her own citizens for public use without compensation, her citizens have a just claim against the Government; but it is not our business to enforce that claim. If the Mexican Government is taking the property of American citizens without compensation, that gives American citizens, and therefore the American Government, a just claim against Mexico. But this is a claim for damages, and might be settled by the payment of money. Any claim for damages that might be settled by the payment of money is a proper subject for arbitration, not primarily for war. The claim of America against Mexico is certainly no greater in the case of oil than the claim of America against England in the case of the Alabama. We ought to go to war if necessary to protect the *lives and liberties* of American citizens, but in the protection of their *property* war should be the very last resort. The world was saved an enormous loss in lives and property when the United States and England agreed to settle the Alabama claims by arbitration instead of by war.

No reasonable opinion can be formed by the people of the United States and no just course of action adopted by the Government of the United States without a clear knowledge of the facts. For this reason we urge:

First, that at once a small commission, like the commission in the coal strike of 1902, be sent to Mexico by either the President or the Congress to investigate the situation and give the people of this country a calm, simple, and non-technical statement of the facts.

Second, that a real and functioning League of Nations be set in operation as soon as possible and that the United States lay its controversy with Mexico before that League, at least for public discussion. Intervention by an international body in which South American Powers would be represented would be free from many of the complications, prejudices, and fears which action by the United States alone would inevitably provoke.

A POET'S BIRTHDAY

SOME fifteen years ago an unknown poet published a little volume through the house of Richard G. Badger, of Boston. It won no wide circle of readers, but it did win a few discriminating and distinguished friends.

One of these friends promptly sat down and wrote a two-page review of this volume for The Outlook, from which we quote the following:

> It is rather curious that Mr. Robinson's volume should not have attracted more attention. There is an undoubted touch of genius in the poems collected in this volume, and a curious simplicity and good faith, all of which qualities differentiate them sharply from ordinary collections of the kind. There is in them just a little of the light that never was on land or sea, and in such light the objects described often have nebulous outlines; but it is not always necessary in order to enjoy a poem that one should be able to translate it into terms of mathematical accuracy. Indeed, those who admire the coloring of Turner, those who like to read how—and to wonder why—Childe Roland to the Dark Tower came, do not wish always to have the ideas presented to them with cold, hard, definite outlines; and to a man with the poetic temperament it is inevitable that life should often appear clothed with a certain sad mysticism. In the present volume I am not sure that I understand "Luke Havergal;" but I am entirely sure that I like it.

The poet, as will be perceived, was Edwin Arlington Robinson, the reviewer was no less a person than Theodore Roosevelt, President of the United States. Having nothing to do but govern the United States, of course he had plenty of time to search out the writings of unknown poets and give them a push towards success. The incident indeed affords a striking example of his omnivorous interest and of his discriminating judgment of things literary. But President Roosevelt's interest in his discovery did not stop with The Outlook review. He later found a place for Mr. Robinson in the Customs Service of the United States, a deed which President Roosevelt delighted in out of all due proportion to its beneficial effect upon the Customs Service of the United States.

In his Outlook review of "The Children of the Night" Mr. Roosevelt put his finger on one of the reasons why Mr. Robinson's reputation has been of slow growth. For the average reader his work is not easy to understand. Indeed, there are many passages in his poems which even the initiate finds it difficult to explain. But those who have followed the development of his genius know that he seems cryptic not because his thought is muddy, but because he is intensely compact. His thought and rhythm are so much one and the same that the significance of his lines can frequently be caught only by ears tuned to the faintest overtones of sense and sound. There is much in his works which can be understood, but which is difficult to explain, a quality which his verse shares with most of the deeper things of life.

With all his subtlety, Mr. Robinson has been a pioneer in the movement to break away from those worn-out symbols of expression which have lost the power to transmit thought and emotion to the modern mind. And he has broken away from all that was lifeless in the old while still holding fast to those enduring principles without which poetry becomes like "sweet bells jangled out of tune."

Mr. Robinson's influence has been much wider than the constantly growing circle of his readers. He has influenced to a very great extent the content and form of modern American poetry. It is to be regretted that most of those who have felt the stimulating influence of his manner and the liberality of his tolerance have caught such a small share of his understanding of the real spirit of his art.

Even the best of his followers have done little more than unearth good raw material out of which Mr. Robinson might have made fine poetry. It happens that those who have, unconsciously or not, imitated his habit of thought have largely chosen for their medium either free verse or blank verse almost devoid of rhythm. They have abandoned the advantage that comes from the use of his characteristic verse forms in an attempt at bull-headed directness. They might have learned from Mr. Robinson that a writer is never so direct as when he is hinting a half-expressed thought, and never so indirect as when he is apparently laying out a character in black and white.

The influence of Mr. Robinson is more widely acknowledged to-day than at any time in the past decade, and his place among contemporary poets seems surer to-day than at any time since the publication of "The Children of the Night," which, after all, is a gratifying indication that work of the first order will find its way to the front, no matter how devoid it may be of the superficial advantage of popular appeal.

We are moved to this comment by the news that Mr. Robinson celebrates his fiftieth birthday on the twenty-second of this December. During the fifteen years since the publication of "The Children of the Night" he has received no applause which has not been deserved, nor published a single line which was not wrought with a devotion comparable to the devotion of those who builded in stone the faith and hopes of the Middle Ages. We are glad to be able to present to our readers on another page a recent and characteristic poem from his pen.

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STRIKES WE HAVE SURVIVED

HOW AMERICA HAS BEEN GRADUALLY OUTGROWING VIOLENCE AND REVOLUTIONISM IN INDUSTRIAL DISPUTES

PEOPLE who are troubled and apprehensive because there are so many strikes may take comfort from the fact that there have been industrial disturbances before in the history of the country and the country has survived. In an article in the New York "Times" Alfred B. Williams tells the story of some of these strikes and revolutionary attempts from 1741, when the bakers struck in New York, on through parts of three centuries—the eighteenth, nineteenth, and twentieth. He states two conclusions which he has reached from an examination of the records. These are:

> First—The disease we now call "Bolshevism," with the theories and purposes it represents, is less virulent and formidable than it was fifty years ago.
>
> Second—The tendency to violence, disorder, and rebellion against constituted authority is weaker than it was fifty years ago, or twenty-five years ago.

New York Harbor has just been through a longshoremen's strike. There was a similar strike in 1805. The sailors from the ships in the port wanted more wages. "They paraded the streets, persuaded citizens to join in their marches, and maltreated those who hesitated or refused. They tied up the shipping and beat such men as they suspected of intending to seek their abandoned jobs. The disorders continued until the constables awoke to the situation, dispersed a parade, and arrested some of the more riotous, who were punished with prison terms."

American Strikes in the Eighteenth Century

There had been strikes before this. The shoemakers, for instance, were on strike in 1796, 1798–9, and 1805. "Thirty-five years before the United States was born the colonists were seeing, feeling, and weathering strikes. They occurred when the majority of the population was foreign-born, or but one generation from foreign birth, and continued after the preponderance passed to natives of native ancestry, and before the great streams of immigration began to flow in."

Early Strikes aud Revolutionists

Preceding, during, and following the war of 1812 there was industrial peace. "But the year 1821 was fearful. New York was full of the idle and pauperized." This was due to the economic conditions resulting from extravagant buying. That sounds familiar in these days of high prices and, on the part of certain elements in our population, indulgence in luxuries. But within two years there came an astonishing recovery. "Men who in 1821 could not find a day's work, in 1823 had more than they could do, and promptly struck for more pay." From 1822 to 1834 there were innumerable strikes. Of these 305 were for the ten-hour day. When the boom, the currency expansion, and the strike epidemic ended, the panic of 1837 developed the "largest percentage of bankrupts to population in all the history of commerce." In 1865, fifty-four years ago, there was introduced "the doctrine of international association of workingmen for class dominance, with its invariable associates, anarchy and atheism. . . . The first prominent exponent of this theory in America was W. H. Silvis, President of the National Workingman's Union. The general principle he announced was 'common ownership of all lands and instruments of labor.'" This organization was a forerunner of the Bolsheviki and the I. W. W. in virtually proclaiming "one big union." It claimed 600,000 members. Even if these figures are reduced by a half, "we meet with a cheerfully surprising fact." Since 1870 the population of the United States has trebled, and yet it is estimated (according to a statement by a Senator) that the total number of Bolsheviki and the I. W. W. now in this country is 250,000. This means that revolutionary and incendiary sentiment has not only lost in direct numbers but even far more heavily in proportion to population—and this in spite of the tremendous influx of foreigners. If these figures are not wildly wrong, the anarchists who fifty years ago were eight-tenths of one per cent of the population are now less than one-half of one per cent.

Mr. Williams refers to the Knights of Labor, with their "mysterious cabalistic signs chalked on sidewalks," which caused "heart palpitation and spine quivering among local politicians." Though it was not necessarily Socialistic, this organization was more radical than the present form of labor organization—the American Federation of Labor.

The Law of Strike Recurrence

"It seems to be the history of general labor troubles in this country," says Mr. Williams, "that they have attended certain financial and business conditions almost as consistently as commerce obeys the law of supply and demand." And Mr. Williams specifies as follows:

> Twice, at widely separated intervals, when balances of trade have been heavily against us, always when sharp restriction of the currency followed inflation, causing quick drops in prices, or inflation has rapidly swollen prices, strikes have sprung up fast as mushrooms in a meadow in a warm, damp spring night. There is no clear record of strikes in the forty years from 1840 to 1880 because nobody was charged with the duty of listing them. The American Federation of Labor was organized in 1881, and thereafter received its regular official reports. Between that year and 1899 the strikes reported numbered 22,793, involving 117,509 establishments and 6,000,000 employees. The average duration was 23.8 days, and New York had 25 per cent of the whole number. Of the trades involved, 19½ per cent were in the building trades, 11½ in coal and coke works, 9 per cent in the metal industries. The labor organizations asserted that they ordered 63.46 of all the strikes and 52.86 of those they ordered were won, and that of strikes not ordered or backed by the organizations but 9.05 per cent were successful.

Between 1880 and 1890, which was the first decade of the American Federation of Labor, and also the decade showing the most stupendous rush of immigration we have seen, "more than six million came in, most from eastern Europe, two-thirds from Russia, Italy, Poland, and Austria-Hungary."

Five Big Strikes

Mr. Williams selects "the five historic outstanding strikes" in America as follows:

> Railroad strike, 1877.
> Telegraph operators, 1883.
> Southwestern railroads, 1885.
> Homestead steel workers, 1892.
> Chicago, railroad, 1894.

Of these the railway strike of 1877 was "the first great general labor upheaval the country had known." It required the use of United States Regulars for riot duty, for the first time since the New York draft riots, "caused general panic, and threw more than a dozen States into uproar." It began as a strike against a ten per cent reduction of wages. It "spread like wildfire, first along the Baltimore & Ohio and Pennsylvania lines, then westward over all their connections." Maryland's total militia force of seven hundred and twenty-five men, together with the Baltimore police, attempting to check the rioting, were "swallowed up and overrun by furious mobs." Order was not established until the arrival of the Regulars, who "conquered a peace with bayonets and rifle butts." There was trouble in New York, Reading, Pennsylvania, and in New Jersey, Ohio, Indiana, Missouri, Michigan, Kentucky, and Texas, in addition to tragedies at Pittsburgh and Chicago. What happened at Pittsburgh Mr. Williams calls "bloody work." The city went wild because of the presence of what the people considered the "invaders," that is, the militia from Philadelphia. "On July 22 everybody was burning, destroying, plundering railway property.

"On the morning of the 23d the city sobered up. Substantial citizens got together, organized vigilance committees with amazing celerity, and secured the cooperation of the local authorities. Armed first with baseball bats and later with firearms, they stopped looting, scattered and chased every appearance of a mob, and established normal conditions within

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three days." In Chicago there was fighting, "savage but brief."

In 1883 the telegraphers' strike was accompanied with little disorder, but business was tied up for two weeks. Though public sympathy was with the strikers, the strike was lost for lack of organization and because of an ample supply of available operators.

In 1885 the strike on the Southwestern railways was caused by the Knights of Labor. Under the leadership of Martin Irons, who constituted himself a court of appeals on discharges and appointments, they attempted to interfere with the internal management of the railways. The clash came with General Manager Hoxie. From March 1 to 24 "the stagnation was complete." During the first two weeks the "boycott of the road was so complete that leading citizens feared to visit the office of any executive because spies were lurking to take note of every visitor and report him for punishment." There followed a revulsion, and with it came the end of the Knights of Labor as a power.

The Homestead strike of 1892 has occasionally been called "the Homestead Massacre." The steel company had barricaded its works, and had loaded barges with five hundred Pinkerton detectives and towed them down the Monongahela River. The strikers tore down the barricades and ordered the detectives away and then began a fight. The barges were abandoned by the boats towing them and the detectives were left helpless. The strikers "intrenched themselves behind piles of steel plates and fired at the men on the barges, showing most savage and relentless purpose to kill them all," but were baffled by their own lack of skill and by the lay of the land. The strike lasted from July to November. It was a "miserable ending of a much-heralded plan of profit-sharing." Labor unions everywhere took up the strikers' cause, but in November the strikers surrendered. Because of deeds of which they were convicted several men were put into prison.

Among the strikes that might have been as serious as any was one that never happened. This was the one which President Roosevelt prevented in the anthracite region in 1902. It was settled because "President Roosevelt interposed strongly, sternly, and promptly."

In the light of this review of labor troubles in America, the present industrial unrest supplies evidence that with the growth of democracy in industry there has been also progress in self-restraint.

KATE DOUGLAS WIGGIN SEES "ABRAHAM LINCOLN" IN LONDON

SPECIAL CORRESPONDENCE OF THE OUTLOOK

I AM not wise enough in theatrical history to know whether there may have been sporadic attempts now and again to portray Abraham Lincoln as the central figure of a play; but it is certain that nothing notable had been attained in this direction until John Drinkwater, the Englishman, attempted it and succeeded beyond any one's expectations, even perhaps beyond his own secret aspirations.

All good Americans lately returned from London have seen Drinkwater's "Abraham Lincoln" at a suburban playhouse, and however good Americans they were when they went into the theater, they were better ones when they came out; or at least I was.

To go to Hammersmith, where this literary and dramatic feast was spread, is a feat of skill and strength. I have in my time traveled to Brooklyn to see Sir Henry Irving and Sir Johnston Forbes-Robertson; but this journey, even at the "rush hour," fades into insignificance compared with a trip to Hammersmith, yet I did not dream of evading or neglecting it. I awoke at my hotel in Mayfair on a certain October morning knowing that the day was heavy with fate: that I must lunch betimes, go without tea, and dine early in order to be in Abraham's bosom by eight o'clock, and there I had determined to be on the striking of the clock.

My companion and I decided to go by bus, the better to view the landscape, for I had been only twenty-five successive seasons in London and was not acquainted with Hammersmith and the precincts that lead to it. The omnibuses were crowded with "nice" people sitting and standing, and, although I could not determine, judging by externals (that is, by clothes, and, alas! occasionally by speech), whether any of my country men and women were among the passengers, I knew only that the recurrence of Lincoln's name murmured here and there gave me a thrill of unexpectedness and a secret sense of National pride.

The house was full. It had always been full for weeks and weeks before my visit, and the end is not yet. So far as I could judge from seeing two performances—one from the orchestra stalls and one from the balcony—comparatively few Americans were in the theater, but then there are comparatively few in London, and some of them may be too old or feeble to go to Hammersmith, while some of them have no time for anything but "revues," although they are not so greedy in this respect as their fellow-Londoners.

At this juncture I must say to those who are merely reading the book of the play that they cannot altogether understand its effect upon a company of people who are seeing it and living in it, moment by moment, with the actors themselves.

Any one familiar with Mr. Drinkwater's poetry—his rare vocabulary, his sense of rhythm, his gift of imagery—knows that if he wished to write a purely fanciful or poetic drama he has the talent and the power. Yet, save the lines of verse spoken before each act by a chronicler, who, as it were, sets the stage and creates the mood for the audience, the drama is simple enough for a child to read. It has, in fact, the simplicity of Lincoln. Do not, therefore, search the text for rhetoric, but for the vision of character, and, finally, go and see the play in New York when it is ready for production, for Mr. Drinkwater is a dramatist as well as a poet.

The acting was very fine in London. (I suppose Hammersmith *is* in London!) I was a little troubled at first by the accent of the principal players, but if an American company should play Mr. Drinkwater's "Oliver Cromwell" English critics would doubtless rebel. I did not miss (Heaven knows!) the various methods of speech that might have been heard in Springfield, Illinois, or Washington, D. C., in anti-slavery times, but I suppose that my ear resented any local accent, just as it would had I been listening to Shakespeare. Mr. Drinkwater himself, by the way, reads his own verse with exquisite skill and a distinction and tonal beauty very rarely found. His is not Oxford nor Cambridge nor Trinity College English, but the English that needs no label, being simple, pure, clear, and undefiled. We have it in America, too, perhaps not very widely distributed, but this fact has to be proved to the other nations of the earth. However, I soon accommodated myself to the slightly non-American speech of the clever Birmingham players, though some of the members of Lincoln's Cabinet did allude to his Secretary of State as "S'ward," and a few of Lincoln's own neighbors made the last syllable of "Abraham" rhyme with "palm" and "balm." I did not indeed care what anybody called anybody else after a little, for I was wholly hypnotized by the play.

There is a moment when Lincoln is left alone in the sitting-room at Springfield, Illinois, while Susan, the maid, has gone to usher in the delegates from the Republican Convention at Chicago, who are to announce their choice of him as candidate for the Presidency. There is a map of the United States on the rear wall of the room, and Lincoln walks slowly up to it and stands before it silently for a half-minute, his back to the audience. You can hear a pin drop in the theater, for the magic is working. I

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Central News Photo Service

JOHN DRINKWATER, THE AUTHOR OF "ABRAHAM LINCOLN"

Mr. Drinkwater is at the right; in the center is Major Edward S. Johnson, custodian of the Lincoln Monument; at the left is Vachel Lindsay, American poet and novelist

is stage business, you may say, but there is theatrical stage business and there is another sort. In this case Lincoln's body might almost be transparent. We can actually read his thought and feel his heart beat. It is as if he were offering himself as a sacrifice. He is looking at the colossal stretch of country—East and West, North and South—over whose destinies he may have to stand guard. The map is the symbol of his country. The States, trembling under the weight of great issues, are on the verge of civil war; and he is wondering if any human being can face the difficulties, solve the problems, and preserve the Union; one country, one government; safe, free, indivisible.

I would not for a good deal miss the thrill that came to me when Abraham Lincoln stood gazing at the map of his country, and mine! Ascribe part of the thrill, if you choose, to the art of the player, but I know that when "big moments" come in the theater it is when the audience is unconsciously living, breathing, thinking, and feeling with the playwright. These dramatic silences made vocal by the imaginations of the onlookers, each man and woman filling them according to his or her ability, are among the rarest and most precious things in the theater. The audience often molds the play, but the play, if it has any real power, ought to mold the audience. In John Drinkwater's own words:

> When the high
> heart we magnify,
> And the sure vision celebrate,
> And worship greatness passing by,
> Ourselves are great.

KATE DOUGLAS WIGGIN.

KANSAS'S VOLUNTEER COAL-DIGGING ARMY

SPECIAL CORRESPONDENCE FROM CHARLES MOREAU HARGER

MUD, sleet, snow, blizzardy winds, and twenty-degree temperature made southeastern Kansas a most unattractive spot the first two weeks of December. But in that section is coal, and the people of the prairies had come nearly to the end of their fuel supply. The miners refused to work; they refused even to supply a hospital where children were shivering.

Governor Henry J. Allen, with a fine appreciation of the spirit of Kansas youth, called for volunteers to mine the coal. "It will be a hard job," he announced; "it is no job for any man who is not willing to work." In three days over five thousand young men had offered their services. At first he took twelve hundred, and with them sent a thousand members of the State Guards. He ordered army equipment left over from war times, and announced to the miners that the first interference with the workers would mean trouble.

It was a strangely assorted company that delved into the unaccustomed labor. Probably not one had ever mined a pound of coal. The college football teams were on hand; with them were hundreds of college boys, brimful of enthusiasm and grit. Physicians left their practice, clerks went from stores. A colonel in war times put on overalls and packed a shovel. Wealthy youths from the cities grappled with scrapers and picks. The miners had damaged the steam shovels and stolen the dynamite, tracks had been torn up and bridges burned, in an attempt to make the task impossible. The mine leaders denounced the volunteers as "scabs"—but they did it from a safe distance and through the papers.

The Governor went along. He took his clerks and stenographers and files from the State House to a hotel in Pittsburg, a town of ten thousand, the seat of the mining region. It became the Capitol temporarily. The town did not warm up to the proceeding. "Only two men have called on me in two weeks," said the Governor, "and I had to send for them." In a thoroughly unionized community they were afraid to take sides. Besides, they were busy. The streets were thronged with miners, soldiers, visitors. The miners were well dressed; silk shirts were common. They filled the picture shows and worked the soft-drink parlors overtime. It was their vacation. At first the men were openly incredulous. Those green hands mine coal? Then they grew serious at what they saw.

None could fail to be inspired by the happenings of those first days. Like warriors, the hundreds of young men marched into the mines, imbued by a patriotic impulse to help save the people at home from suffering. "You may call them scabs," declared the Governor, "but I and the people of the Nation call them patriots." One bitter day, when under ordinary conditions no miner would have worked, the University of Kansas boys remained in their tents. Arrived a comrade who announced, "The Agricultural College boys have started." "They can't beat us!" was the cry, and out they hurried to the pits, through mud ankle deep and a pouring rain, and worked until dark.

These mines are known as "strip-pits." Veins of coal lie close to the surface, covered by three to twenty feet of soil. The strata are three to twelve miles from Pittsburg, remote from any towns. The earth is removed, and then the men go into the pits and, breaking up the coal strata with dynamite, shovel it into cars. To see two hundred youths and older men working with nervous, eager tension was a picture of America's power when once it is aroused. They sang, laughed, and shoveled. The first week they loaded sixty cars and sent them on their helpful way. They knew no union hours; it was from sunup to sundown. No Saturday half-

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holiday, nor any Sunday either. The first Sunday saw the largest production of the week. At night they had no warm room and bath; they slept in army tents and washed in a basin. They went out from home and college white; they turned as black as the coal they were handling.

With it all was cheer and good nature. "Send us some mules—English-speaking mules," was one message sent to a supply depot. "These mules don't seem to understand our language."

Back of the workers was the State's sympathy. The technical possession of the mines was obtained by the granting of an application for a receivership for the mines by the Supreme Court. The Governor appointed three receivers—one for the operators, one for the miners, and one for the public. The miner and operator refused to serve, and he named others. The receivers took possession of offices, records, buildings, and equipment. No attempt was made to operate the underground mines—it was too dangerous. To finance the operation receivers' certificates were issued in $5,000 denominations. The banks of all parts of the State wired, "Draw on us for the money and send the certificate when you are ready. The people of our county are with you." A special session of the Legislature has been called for early in the new year to appropriate funds for the Guards and the other expenses.

The most important effect, however, is not in the mere mining of coal, important as that is. The action of the Governor and the response of the volunteers crystallized public sentiment in conviction that the people are supreme. The fear attending the first announcement of a coal strike—especially serious in a prairie State sparsely wooded—vanished. It was realized that the people can do things for themselves if they will.

On the train going into Pittsburg was a group of young men who were headed for the mines. "I have given up my business, shut the door of my law office," said one, "that I may give service to the people and prevent suffering. Yet here are ten thousand miners quitting work regardless of the suffering it may entail. For me, I have lost my respect for the labor union that will thus take advantage of the public at the beginning of winter." And this sentiment is often expressed. The labor union has lost public sympathy, which had to some extent been with it. Every volunteer worker will go home to spread the doctrine of the public's right, and it will have its effect in State affairs. One result already is a proposal to adopt at the coming special session of the Legislature laws stringently regulating industrial organizations, probably including a requirement that State charters must be taken out and unions must come under State control.

The agricultural States have for the most part known little of union labor. The farmer has been exempt from collective wage demands until this season, when harvest hands forced him to pay as high as ten dollars a day for labor. He bitterly resented it, but was helpless. This was the first time when the effect of an iron-ruled organization really came home, and the very fact that the State was brave enough to meet the condition and that there were men a-plenty to take up the task and furnish the brawn for its solution awoke pride in Young America. That the work could go on throughout the entire winter, if necessary, was unquestioned; it was no holiday exploit, but sober earnest.

What will be the effect on the mining population remains to be seen. The greater portion of them are foreigners. They have managed their affairs about as they pleased for years. Socialism has thrived in the mining camps. It is likely that there will grow out of the experiment a movement to make this section of the State rise to the level of other more advanced portions of the commonwealth. When the Governor addressed a meeting of miners preceding his ordering in of the volunteers, the miners' wives wept at the picture he drew of the needs of the people, but there was no response from the men. They live under the control of their union heads, and the word of Alexander Howatt, who speaks for the Kansas-Missouri field, is greater than that of the Governor or the public. It may be that we shall see out of the crisis and its solution a larger view of the relation of labor to the public welfare.

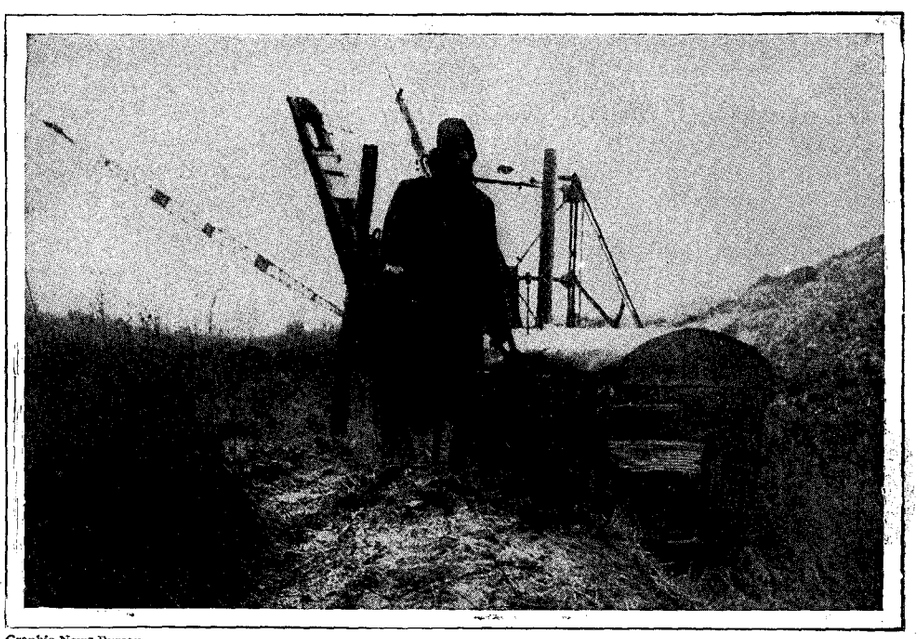
At the same time the workers will carry back to their homes a better understanding of the hardships of the miner and a fuller comprehension of the conditions under which they must toil. Probably it would be impossible to maintain the high-pressure days of the volunteers, doing twice the work of the ordinary miner despite the unfamiliarity with the task. But the undertaking has shown what can be accomplished when there is determination behind the shovel.

Kansas, with its exuberance and spirit, always admires the man who does things, and Governor Allen has won the hearts of his constituents more sincerely by his action in this matter than he could have done by a full term in his office. Likewise he has received plaudits from all parts of the country for being the one Governor who first met the crisis with positive accomplishment. To be sure not all States had strip mines—Kansas and Missouri have almost a monopoly, and Missouri came into the game after Kansas had demonstrated what could be done.

Prominent among the volunteers were hundreds of ex-service men, carrying the principles of the American Legion into the need of the hour. It is indicative of the public-spiritedness we may expect to find in our returned soldiers whenever the call shall come. They entered on this task with the same steadiness that took them into the Argonne and St. Mihiel. They looked upon it as a duty and accepted its hardships with the philosophy of loyal Americanism.

"I know this," said one of the soldier boys, garbed in muddy unionalls and with face sooty with coal dust, "that when there is something to be done in this country there are the men to do it. If others won't do it for us, we can go out and do it ourselves."

To Kansas at least, and doubtless to a wider field, the work of the twelve hundred volunteer coal-diggers has pointed the way toward a solution of some vexing problems. They banished the spirit of impotence and awoke to the ability that exists everywhere to do things for ourselves if need arises. The lesson will not be lost on Kansas. Its legislation and its solution of industrial problems will be influenced materially by the cheering story of the young men who, in the mud and sleet and freezing winds, fought to a finish the threat of a fuel famine.



Graphic News Bureau

STATE GUARDSMAN PERFORMING SENTRY DUTY AT THE STRIP-PITS OF PITTSBURG, KANSAS

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FROM AIRPLANES TO WHEELBARROWS

THE BIG INDUSTRY BUILT DURING THE WAR ALREADY DISAPPEARING

BY JAMES H. COLLINS

TWO American aircraft manufacturers met on the street in New York.

"What are you doing at your plant?" asked one.

"Liquidating to get our capital into some other business," was the reply. "What are you doing?"

"Well, I know you'll laugh when I tell you—we're making toys!"

When the war ended, we had more than twenty aircraft companies in operation, some doing business on a large scale, with factories in different sections of the country, and others comparatively small, yet just as valuable for their contributions toward the development of aircraft. Some of these companies have closed down their factories. Others are working with a very small force of people, trying to keep alive until the commercial demand for aircraft develops. Still others are converting their plants for the manufacture of various products—one factory is making baby carriages, another turning out washboards, and a third building wheelbarrows!

There are different opinions as to what is hampering the aircraft industry.

The Administration lost no time in canceling contracts. On Armistice Day the writer was in a large Detroit automobile plant which had been working on the basis of one hundred per cent war production, chiefly aircraft and aircraft engines. Even while the sirens were blowing joyously there came an inquiry from Washington, "What will it mean to your business if all your war contracts are canceled?" And the question was equivalent to notice of cancellation, which followed shortly after. Viewed as immediate dollar economy, the cancellations make an impressive showing—they saved a billion dollars. But viewed as the scrapping of industrial values that might have been safeguarded by a little intelligent additional expenditure, they look decidedly different.

Congress is also blamed for delay in laying down a definite air policy for the Army and Navy. Both of the big political parties have factions that are pro-air and anti-air. The Navy wishes to develop marine flying independently. The Army is charged with jealousy and fear on the part of the infantry, artillery, and cavalry branches, who are said to see in the air service a new branch which may ultimately abolish them all. It is difficult to forecast the future of artillery, infantry, or cavalry if the next great war is to be fought with airplanes loaded with explosives, automatically directed to targets hundreds of miles away—a definite American aircraft development during the war.

Then there are factions supporting a separate air service for the Army and Navy, with a Secretary of the Air in the Cabinet, and it is charged that these factions are starving both the Army and Navy air services through niggardly appropriations to force the adoption of their plan.

An aircraft factory is a thoroughly high-class enterprise. Its materials and machinery must be of the finest, and likewise the brains employed in invention, designing, and supervision, and the skill of its mechanics. In the personnel of an aircraft factory there is no place for unskilled labor. An airplane defective in the slightest part is defective in operation, and from the drafting room to the flying field requires the highest skill, at high wages.

To divert such a plant to the making of wheelbarrows is equivalent to hitching a fine race horse to a coal wagon. As a matter of fact, the real aircraft workers go out to find other jobs, while less skillful and lower-wage employees come in to build the wheelbarrows and washboards.

During the twelve months before the adoption of our big aircraft programme, in July, 1917, our little aircraft industry manufactured fewer than 800 airplanes, chiefly for European governments. A year before, when troops were sent into Mexico, the Army had about six airplanes, of which it was said that hardly two were in commission at the same time.

With an appropriation of $640,000,000 for aircraft and 22,000 airplanes ordered for the first year's production in the war, the industry began to grow. Within a year more than $100,000,000 had been invested, with aircraft factories scattered from the Atlantic to the Pacific, 300,000 men and women working directly, and many thousands more in industries furnishing raw material, such as spruce lumber. When the armistice came, the industry had built a total of 11,364 airplanes and 32,420 airplane engines, with a large output of spare parts. It had put the Liberty motor into quantity production, and also took France's best motor, the Hispano-Suiza, improved it, adapted it to American standards, and put it into quantity production.

Speaking to the manufacturers at their annual dinner last January, John D. Ryan, former Director of the Bureau of Aircraft Production, said:

"The manufacturers of this country, with single devotion to the country, with great patriotism, and with the greatest earnestness I have ever seen in any body of men, built an organization for the manufacture of aircraft that certainly has never been equaled in the world in the time in which it has been done. From the time we began we built more engines and we built more planes month by month than any nation built from the time it began. We had more engines ready and we had more planes ready month by month from the time we commenced than any nation had in the war month by month from the time it commenced."

At the end of the war we had developed a number of experimental types of aircraft pronounced superior to anything that had been produced here or abroad. These were the Thomas-Morse scouting and fighting plane equipped with the newly developed Hispano-Suiza engine; the Glenn L. Martin day bomber and long-distance photographic machine equipped with two Liberty motors; the Curtiss model 18-T and 18-B, two-place fighting triplane and biplane, respectively; the L-W-F bombing and fighting machine equipped with seven machine guns; the Aeromarine flying limousine; the Loening two-place fighting monoplane; the Vought advance training machine; the Navy's N-C flying boat with quadruple Liberty motors, which was the first to cross the Atlantic. None of these types has been carried into quantity production.

It cost Uncle Sam between $19,000 and $25,000 to train a pilot. When the war ended, about twelve thousand pilots had been trained, an investment of a quarter of a billion dollars. This investment is to-day being scrapped. The skilled airman is fretting at a desk job or covering a newspaper beat or a sales route, with no opportunity to contribute one or two hours a week toward maintaining his flying skill. Uncle Sam has simply mustered the pilot out and forgotten about him, though this air force properly conserved should be equivalent to a standing army.

It is reported that every country in Latin America except Bolivia has placed government orders for aircraft with British manufacturers. This is largely the result of activity of British air missions. American manufacturers looking abroad for orders have found that in every part of the world British consuls are acting as representatives for British aircraft manufacturers. Great Britain has air service attachés in all her embassies, supplementing military and naval attachés. This activity reflects a consistent Government policy backed by an adequate appropriation. During the darkest days of the war, in May, 1917, the British Government appointed a Parliamentary commission on civil aerial transport. This commission made an investigation extending until some weeks after the armistice, and came to three major conclusions:

First, that sea power was no longer sufficient to maintain the integrity of the British Isles.

Second, that, cost what it might, Great Britain must lead the world in civil aerial transport and have a reserve of aerial power capable of meeting a sudden demand.

Third, that civil aerial transport could not be developed unless the Government gave active encouragement.

In effect, England recognizes that civil

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flying is to her air supremacy what the British merchant marine has been to the British navy. And her air appropriation for the fiscal year is $332,000,000, covering army and navy aviation.

France has adopted a policy of encouraging civil aeronautics, with an army and navy aviation appropriation of $220,000,000.

Japan is building up an air service, and, like her creation of a merchant marine, doing it with great energy; nobody knows what her appropriation is. Italy is also active in the development of civil flying and sales abroad.

Meanwhile our combined Government appropriations for the Army and Navy aggregate only $50,000,000.

The Curtiss Aero and Motor Corporation, with ten factories, employed twenty thousand people at the height of its war activities. It now employs less than eight hundred. John N. Willys, the automobile manufacturer, is backing this corporation with marked foresight and liberality, looking toward the development of commercial demand for aircraft. The Wright-Martin Aircraft Corporation, which made the Hispano-Suiza engine, had eight thousand employees in its factory during the war. This plant is now closed. The Standard Aircraft Corporation, at Elizabeth, New Jersey, was another large plant, and an interesting fact about this company was its financial backing by Japanese bankers; it is said that they invested their money not so much for profit as to learn the aircraft business. This concern is now liquidated.

Every one of the airplane and airplane motor manufacturers in the United States, except those not liquidating, is preparing for commercial aviation, but it is generally estimated, both in this country and abroad, that paying demand for aircraft for commercial and pleasure uses will require anywhere from three to ten years' development. And without a consistent Government air policy, backed by ample financial support, it is feared that many of the companies cannot survive, and that the technical resources of the industry will be scrapped.

The most active support now being given is that of the Post Office, which, while hampered by lack of an adequate appropriation, has been establishing experimental mail routes. Second Assistant Postmaster-General Otto Praeger is working closely with Major-General Charles T. Mencher, Director of the Army Air Service, to develop both routes and municipal landing fields. The Post Office has recently let contracts for fourteen multi-motored planes to be put in the mail service between New York and Chicago on the basis of eight-hour runs, and successful air service is maintained regularly between New York and Washington, Cleveland and Chicago, with prospects that forty-hour airplane service between New York and San Francisco will be an accomplished fact before next spring.

Passenger and express service is being planned over routes where passengers are willing to pay money to save time, as between New York and Chicago, and also in sections where railway facilities are lacking. By next spring, it is announced, there will be in operation between New York and Chicago an airplane service in multi-motored machines capable of traveling one hundred miles an hour with a high degree of safety. Thus the business man in New York or Chicago could get from one city to the other in an eight-hour night run, as against twenty-four hours' railway travel. The Glenn L. Martin Company is building several passenger planes for service in the West. Other airplane companies are working to develop routes in the West, as well as Alaska and South America, where many centers of population are accessible only by river boat, and journeys from the coast inland require many days. Aircraft would make such places accessible in as many hours.

Aircraft operating companies are springing up all over the United States. Some of them are legitimate, with practical plans to develop promising fields, while others are mere promotions, designed to get investors' money. It has been demonstrated as a business proposition that people will pay money to fly and to save time. Aircraft taxi service during the summer was in actual operation along both the Atlantic and Pacific coasts, and demonstrators make from $10 to $20 for a few-minute hop in many places.

The flying boat has possibilities for travel over the landlocked waters of our coasts from New York to Miami, Florida, and from Seattle to Juneau, Alaska, where steamboat or railway service is slow or lacking. Where it takes fully three weeks for negotiable papers to pass by steamer from New York to Buenos Aires, aircraft manufacturers point out that the trip might be made in one week with flying boats, giving an ample profit in the economy of time and interest.

When one Army transport rammed another in New York Harbor, the manager of a news association got the aircraft association on the telephone:

"I want to know every place around New York where a flying boat is available in an emergency," he said. "This wreck down the harbor convinces me that some day we will need a flying boat to get out after a big news story. I don't know when it will be, and I don't care what it costs—when we want a flying boat we will want one mighty quick and mighty bad."

During the 1919 aircraft show in New York a big automobile company built a single airplane for pleasure flying, exhibiting it, and offered it at a price, to stimulate inquiries which might form the basis of an estimate of the commercial demand. Sufficient inquiries were received to encourage production. Another company making aircraft alone in a comparatively small way has received since the armistice between five and six thousand legitimate inquiries concerning the adaptation of aircraft to commercial and pleasure uses.

Sport and pleasure flying are making a strong appeal to people everywhere There is a definite demand for small hydroplanes and sport biplanes, capable of taking off from a small stretch of water or a small landing field, to replace the fast roadster and motor boat. Cost is still a considerable item. Aircraft must be expensive until the demand makes quantity production possible, and the initial investment is not the only item, for sport flying by the individual requires expensive maintenance by expert aircraft mechanics and involves the risk of expense through landing accidents that damage the machine.

But to-morrow, with the formation of clubs on golf lines, flying may easily cost not much more than golf. Such a club was formed at Mineola, Long Island, in 1915, and proved not only practical and economical, but sent two dozen members into our war aviation service, besides civil aeronautical experts. Colonel Raynal C. Bolling, senior aviation officer in France, who was killed in service last March, was the most distinguished member of the club. Two other members who gave their lives in service abroad were Captain Blair Thaw, killed in an accident in France, and Captain J. A. Miller, killed in action over the German lines. This club was formed while flying on the western front was still in the first stages of development. Sixteen members came together originally, all of them civilians, and four planes were purchased, an instructor engaged, two mechanics hired, and two hangars built. The investment for each member was about $1,000, and weekly expenses of $25 per member covered upkeep of every kind. In 9,600 hours of flying there were no accidents or injuries; a few minor crashes damaged the planes, but not seriously. Each member received careful instruction, and a quiet watch was kept to prevent foolhardy stunts, which accounts for the excellent safety record. The sport was enjoyed about like golf, a member with a few hours to devote to flying reserving one of the machines by telephone. It is estimated that membership in a club of this kind would call for an individual investment of several hundred dollars, according to the number of members and machines and the investment in flying field and club houses. Monthly expenses would average from $50 to $100 per member, and a member could have from seventy-five to a hundred hours of flying yearly, these economies being effected largely by bearing cost of upkeep by skilled mechanics in common.

Aircraft manufacturers believe in their industry—that aerial navigation is destined to be one of the most powerful elements in life, and that its ramifications will permeate all business, government and private. But development of the industry is one of the severest technical jobs we have ever tackled. Constant experiment will be required to make the airplane accessible to the average man, adapt it to general transportation purposes, increase its safety, lower its cost, and utilize war-time developments for

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peace flying. Every existing organization that can contribute to the technical development should be maintained, for our industry must obviously be built up against the competition of nations that are extending government support. Manufacturers remind Uncle Sam that practical mechanical flight was discovered in the United States by Langley and the Wrights, who received no encouragement at Washington. Through the fortunes of war, America has been placed on a footing with other nations, but if the present industry is permitted to disintegrate she will lose her opportunity to lead the world in aviation.

What do the aircraft men want Uncle Sam to do specifically?

They desire the adoption of a continuing programme, the establishment of landing fields, and the passage of laws of the air controlling operation.

Aircraft men feel that, while perhaps some aircraft manufacturers who entered the business after our declaration of war might be diverted to other products, those manufacturers who were in business prior to the war or have built up highly technical organizations are honestly entitled to sufficient Government orders to keep alive.

They say that unless the Government immediately gives some orders to keep plants going some of them must disappear, and that obviously air service in either the Army or Navy cannot exist without an adequate industry.

Public opinion built this industry—the public opinion behind the huge aircraft programme of 1917.

It is manifest that public opinion will now keep the industry alive.

THE WANDERING JEW

BY EDWIN ARLINGTON ROBINSON

I saw by looking in his eyes
That they remembered everything;
And this was how I came to know
That he was here, still wandering.
For though the figure and the scene
Were never to be reconciled,
I knew the man as I had known
His image when I was a child.

With evidence at every turn,
I should have held it safe to guess
That all the newness of New York
Had nothing new in loneliness;
Yet here was one who might be Noah,
Or Nathan, or Abimelech,
Or Lamech, out of ages lost,—
Or, more than all, Melchizedek.

Assured that he was none of these,
I gave them back their names again,
To scan once more those endless eyes
Where all my questions ended then.
I found in them what they revealed
That I shall not live to forget,
And wondered if they found in mine
Compassion that I might regret.

Pity, I learned, was not the least
Of time's offending benefits
That had now for so long impugned
The conservation of his wits:
Rather it was that I should yield,
Alone, the fealty that presents
The tribute of a tempered ear
To an untempered eloquence.

Before I pondered long enough
On whence he came and who he was,
I trembled at his ringing wealth
Of manifold anathemas;
I wondered, while he seared the world,
What new defection ailed the race,
And if it mattered how remote
Our fathers were from such a place.

Before there was an hour for me
To contemplate with less concern
The crumbling realm awaiting us
Than his that was beyond return,
A dawning on the dust of years
Had shaped with an elusive light
Mirages of remembered scenes
That were no longer for the sight.

For now the gloom that hid the man
Became a daylight on his wrath,
And one wherein my fancy viewed
New lions ramping in his path.
The old were dead and had no fangs,
Wherefore he loved them—seeing not
They were the same that in their time
Had eaten everything they caught.

The world around him was a gift
Of anguish to his eyes and ears,
And one that he had long reviled
As fit for devils, not for seers.
Where, then, was there a place for him
That on this other side of death
Saw nothing good, as he had seen
No good come out of Nazareth?

Yet here there was a reticence,
And I believe his only one,
That hushed him as if he beheld
A Presence that would not be gone.
In such a silence he confessed
How much there was to be denied;
And he would look at me and live,
As others might have looked and died.

As if at last he knew again
That he had always known, his eyes
Were like to those of one who gazed
On those of One who never dies.
For such a moment he revealed
What life has in it to be lost;
And I could ask if what I saw,
Before me there, was man or ghost.

He may have died so many times
That all there was of him to see
Was pride, that kept itself alive
As too rebellious to be free;
He may have told, when more than once
Humility seemed imminent,
How many a lonely time in vain
The Second Coming came and went.

Whether he still defies or not
The failure of an angry task
That relegates him out of time
To chaos, I can only ask.
But as I knew him, so he was;
And somewhere among men to-day
Those old, unyielding eyes may flash,
And flinch—and look the other way.

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COMMUNITY CIVICS

A PRACTICAL EDUCATIONAL COURSE IN CITIZENSHIP

VII—CITY PLANNING

BY HELEN G. PRESTON, PH.D.

OF THE NEWTOWN HIGH SCHOOL, ELMHURST, NEW YORK CITY

INTRODUCTION

"Pride's the only thing that got me here, Jedge. I never give up a trail yet." So spoke Charlie Brower, Adirondack guide, who during his only visit to New York City had accepted the "Jedge's" invitation to dine with him in his Brooklyn home.

"Over 'round the boardin'-house the streets all run kind of sensible-like; didn't even need the compass after I got the hang of it. I started early. Thought I'd hike down to the end of the island, cross the bridge, and be up here an hour ahead of time. Look at the time now. I'm two hours late, and fin'ly had to give a kid a quarter to show me the way."

The host and hostess assured Charlie that it was all right; they were so happy to have him with them that the little matter of two hours amounted to nothing.

"That ain't the point," Charlie insisted. "I've been walkin' all the afternoon and I wa'n't gettin' nowhere. In my country a trail leads somewhere and a cross-trail leads somewheres else, but it don't here. I had the same kind of a time tryin' to see them caged animals up in the Bronix yesterday. It looks to me as though they wa'n't no system anywheres 'cept over 'round the boardin'-house. If I'd come over here to stay, like you wanted me to, I wouldn't durst got out of sight of the house."

In the library after dinner the Judge spread out the city map and attempted to explain to the woodsman how the contour of the land, the surrounding water, and the many villages which are now a part of the city had all had to be reckoned with.

"Where's the boardin'-house on the map?" inquired Charlie.

The Judge located it for him.

"What'd I tell ye? The only part of the place where a stranger can find his way. Where 're we now?"

The point in Brooklyn was duly indicated. Charlie placed a finger on each spot and studied the space between them.

"Wouldn't uv b'lieved it 'f I hadn't seen it. Don't knows I do, anyway. 'F ye was goin' to take the flivver out, Jedge, mebbe I'd ride back. 'Nd, Jedge, when ye come up next summer I dunno's I'll have much to say 'bout tenderfeet."

FRANK A. REXFORD.

MR. GEORGE McANENY, former President of the Board of Aldermen of the City of New York, has comprehensively defined city planning as "getting ready for the future." More narrowly defined, it means arranging the public highways, buildings, parks, playgrounds, amusement and recreation centers, in a harmonious whole to make adequate provision for the material and æsthetic needs of the population both present and future.

EXAMPLES IN THE UNITED STATES

The simplest form for the laying out of city streets is the gridiron or checkerboard plan, of which Philadelphia is the earliest American example. While admirable for its simplicity, ability to cross the city diagonally entails a zigzagging process involving great loss of time. Diagonal streets focusing at some point or points were first used in America in the city of Washington. Here radial streets centering at the Capitol were the main feature, with the gridiron pattern between. The plan as formed by a French engineer, Major Pierre L'Enfant, and worked out by a commission, has rendered Washington one of the most beautiful cities in the world.

HISTORY OF CITY PLANNING IN LOWER MANHATTAN

In 1807 the Legislature of New York State gave the City Council the right to appoint commissioners to lay out the city. The streets of lower Manhattan were already fixed; the most important to us was the old cow-path, later Broadway, which led out to the pasture which is now City Hall Park. The Old Boston Road too led out from where now Park Row and Chatham Square are found, on through the Bronx to Boston. The men appointed decided upon the gridiron plan with many streets running east and west, fewer north and south. The latter were called avenues, the former streets. These east-and-west streets were generally to be sixty feet wide, about every tenth street one hundred feet wide. The great growth of the city to the northward has rendered these avenues all too few for the vast throngs of people and traffic, so long ago subways and elevated roads were built to relieve the congestion, and even many of the less used east-and-west streets have become one-way streets. Market space was set aside, and a parade ground for military exercise extended from Twenty-third Street to Thirty-fourth Street, and from Third Avenue to Seventh Avenue.

UPPER MANHATTAN

In 1866 the State Legislature called for a survey of the land as far north as One Hundred and Fifty-fifth Street. Much more attention at that time was given to topography. Upper and lower avenues appeared along the bluff by the Hudson River, rudimentary boulevards showed in the widening of Sixth and Seventh Avenues about One Hundred and Tenth Street, while three cross-streets—One Hundred and Tenth, One Hundred and Twenty-second, and One Hundred and Twenty-seventh—were all widened.

OTHER SECTIONS

In the meantime the street plan of Brooklyn was formed on a village basis and six district surveys were made. Seven diagonal streets were planned to aid traffic, only four of which were ever completed—Fulton, Flushing, Flatbush, and Hamilton Avenues. The district which is now the Borough of the Bronx was occupied by a group of villages and towns connected by numerous roads. It was very difficult to get unity in any way, but a plan was started in 1893 which has resulted in blasting, grading, cutting down and filling in, opening new streets and closing old. Its plan was formed before the consolidation of 1898, but after that section had become part of New York. The checkerboard plan is carried out by such radial streets as Jerome Avenue, Westchester Avenue, and Boston Post Road.

MODERN CITY PLANNING

In 1893 the planning of the great White City at the World's Fair in Chicago did much to stimulate interest in city planning. National conferences have been held almost yearly since shortly after the opening of the twentieth century, and an international meeting took

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place in London in 1910. Army cantonments and industrial cities brought into existence by the world war have been planned by engineers along the line of modern city planning. As a result of interest in the subject one-half of the cities of the United States having over 100,000 population have taken steps for definite plans. As yet only States and cities have taken the matter into consideration, but since industrial and commercial interests are found almost exclusively within the cities which now form half the population of the United States, the National Government should take some part of the burden of responsibility. Only where a navigable body of water is touched is there any National legislation.

GREATER NEW YORK STREET CHANGES DUE TO CONGESTION

In 1895 the city of Greater New York was formed, including the boroughs of Manhattan, Bronx, Brooklyn, Queens, and Richmond. The last two were formed of many small towns and villages where there had been little idea of city planning, and none at all as a unit. In the twenty years which have elapsed since the union congestion of traffic has become acute in many places, and means have been taken to relieve the situation so far as possible and yet to hold the industries and the people here. Many streets have been widened. Porches, steps, porticoes, and other encroachments on sidewalks have been ordered removed, the sidewalk thus freed has been narrowed and the street widened—in reality, giving greater available width to both walk and street. Thus Fifth Avenue, Seventh Avenue, Varick Street, Broadway, have all been aided, while most of the downtown and many of the uptown east-and-west streets have been widened. Park Avenue has been carried on a bridge around Grand Central Terminal, thus making a double street available at that congested center. Suggestions not yet carried out include an avenue through the city making an X with Broadway, while plans for a subway under Forty-second Street for crosstown cars and pedestrians have been abandoned because of objection by property-owners in the vicinity. Partly for industry, partly for civic beauty, a boulevard has been suggested to extend from the Pennsylvania Railroad Station to the Grand Central Terminal. Among the changes for beauty's sake which we hope for in the near future are the covering of the tracks along the Hudson River and planting shrubs and trees on the terrace thus formed, while along the river artistic piers and approaches are planned. An approach to the Queensboro Bridge in Manhattan is planned at Fifty-ninth Street to extend to Sixtieth Street, and from Second Avenue to Third Avenue. In Brooklyn Grand Street has been extended and Roebling Street widened to make an adequate approach to the end of the Williamsburg Bridge. In the adjoining borough Queens Boulevard has been widened and extended to Jamaica. These are only a few of the more notable changes planned or now under construction in the city.

PARKS

Open spaces and parks have always been valued, not only for their æsthetic beauty, but for the health of the people within the city. In the earliest survey made of the city four already existed—Battery, Bowling Green, City Hall, and Duane. In 1855 Central, Fort Washington, and Highbridge Parks were placed on the map. Central Park was laid out before 1860 by a civil engineer, Egbert L. Viele, assisted by two landscape gardeners, Olmsted and Vaux. Shortly after that Prospect Park in Brooklyn was planned by the same engineer, but the work was delayed by the Civil War. Although some land has been acquired in the years that have elapsed, inadequacy of open spaces and parks is found in all boroughs. The amounts of park land owned by the city are somewhat misleading, since they are based on the total area of each borough and not on the population. The Bronx leads, with one-sixth of its area lying in parks; next comes Manhattan, with one-ninth; followed by Brooklyn, with one-fiftieth; Queens, one one-hundredth; and Richmond, only one five-hundredth. Altogether they comprise about seven thousand acres, and, although they number about two hundred, some are but tiny breathing-spaces. Unfortunately, in those parts of the city having the greatest density of population, as, for instance, the end of the Williamsburg Bridge, parks and open spaces are often conspicuously absent. In those parts of the city that are being rapidly developed by the fine transportation system land should be acquired now while it is comparatively inexpensive. A park system for Brooklyn and Queens has been recommended, but has not been acted upon.

PARKWAYS

Parkways have been built and many others placed on maps to join the parks and aid in beauty rather than for the relief of industrial congestion. Riverside Drive was early laid out to extend along the river from Seventy-second Street to One Hundred and Fifty-fifth Street. The Grand Boulevard and Concourse unites Manhattan with the Bronx parks. Mosholu Parkway connects Van Cortlandt and Bronx Parks, from which Pelham Parkway extends to Pelham Bay Park. In Brooklyn, Eastern Parkway leads from Prospect Park to Cypress Hills, and a new Interborough Parkway is planned to connect this with Forest Park in Queens.

TRANSPORTATION AS MEANS OF UNIFICATION

Not only have the streets and parks received attention, but the means of rapid transportation as well as methods of bringing all parts of the city into a unit have resulted in one of the greatest transportation systems found in any city of the world. In order more closely to unite the different parts of the city, New York has operated public ferries, even at a loss; it has dug tunnels to Long Island, to New Jersey, to the Bronx, while one is under construction to Staten Island, and plans are perfected for a vehicular and passenger tunnel to Jersey City. Four large bridges have been built from Manhattan to Long Island. The Bronx is connected with Manhattan by many bridges, by elevated roads, and by subways. The great unifying system of transportation, when completed, will have over six hundred miles of trackage and cost as much as the Panama Canal has cost the National Government. This vast system is causing rapid growth, particularly in the Bronx and Queens, where land has been cheaper and model apartment-houses with grounds and garden cities are being erected.

COMMERCE AND MANUFACTURING DECENTRALIZED BECAUSE OF CONGESTION

Since the subway and elevated traffic is increasing at the rate of 100,000,000 persons yearly, New York has also tried to aid manufacturing so as to send some of the factories outside the crowded districts. To do this harbor and railway facilities have been encouraged outside congested districts. The problem of the harbor is by no means solved yet. New York handles more than half of all the commerce of the United States. The National Government has appropriated over $1,000,000,000 for rivers and harbors improvement, only about $50,000,000 of which has been spent in New York. New York State has spent about $200,000,000 on canal improvement, seventy per cent of which came from New York City taxes. Besides this the city has spent $150,000,000 on port improvements and owns about three hundred piers. Vast sums of money too have been invested by such companies as the Chelsea Improvement Company in great terminals at docks which are eight hundred feet long, and which stretch from Twelfth Street to Twenty-second Street. Between Forty-fourth and Fifty-ninth Streets there is to be a series of piers, each one thousand feet long, costing $3,000,000 each. The Bronx is especially fortunate in shipping facilities over the New York, New Haven and Hartford and New York Central Railroads while bordering on the Ship Canal and Harlem River. The New Hell Gate Bridge now connects those roads with Long Island and the Pennsylvania Railroad system. Great shipping terminals, such as the Bush in Brooklyn and the Degnon in Queens, receive electrically propelled barges bringing iron and copper from northern Michigan through our Barge Canal. In the Bronx there is a terminal for this at Mott Haven; in Queens, at the Queensboro Bridge, Hallett's Cove, Astoria, and Flushing River. These relieve congestion in New York Harbor. In order to aid this still further, the National Government and the State are investigating Jamaica Bay and its possible connection with Flushing Bay on the north by a canal. Many of the great piers and terminals are provided with tracks where trains may be quickly loaded by

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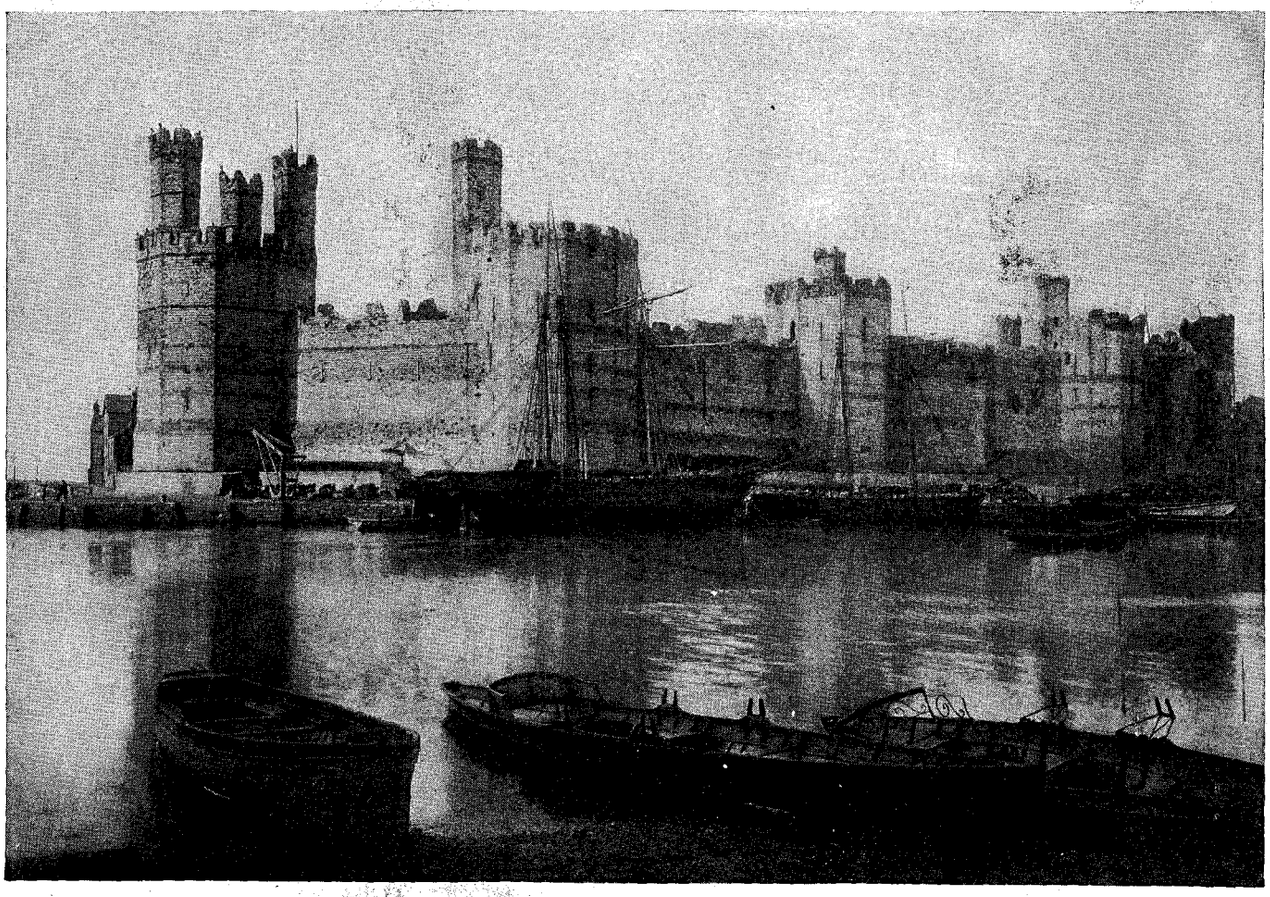

CARNARVON CASTLE—THE HOME OF THE FIRST "PRINCE OF WALES"

The recent visit of the present Prince of Wales to the United States lends special interest to this picture sent to us by an old friend of The Outlook, Miss F. G. Ford, who furnishes us with the following description.

CARNARVON CASTLE, in North Wales, is always an unalloyed pleasure to look upon, either as it stands to-day in all its original magnificence, facing Snowdon and the Menai Straits, or in any good reproduction of its beautiful exterior. It is of special interest just now as the setting of a bit of mediæval history which is brought to mind by the late visit to this country of England's young Prince. For within the castle's walls the first English "Prince of Wales" was born, in April, 1284, the son of King Edward I and Queen Eleanor, and through him the precedent was established that the title "Prince of Wales" should always be conferred on the heir apparent to the British throne.

It came about through a bit of diplomacy on the part of King Edward, who had been striving for some time to carry out a policy of conciliation with the gallant little country of Wales, for years in rebellion against the rule of England. It was therefore by no mere chance that the great Carnarvon Castle, still in an unfinished state and a most uncomfortable place for the "*accouchement* of a Queen," was the birthplace of the child which both the King and Queen hoped would be a boy.

Queen Eleanor was a real soldier's wife, and had followed her husband in his Far East campaigns in Syria as well as those nearer home. So at his wish she went with him to Wales, and, by way of what is still called "Queen Eleanor's Gate," entered the great Castle of Carnarvon, and took up her life in a small room built for her protection in one of its thick walls in order that her son might be born in Wales. Propitiated by this unexpected consideration, the great Welsh chieftains flocked to the castle, ready to lay down their arms, so the story runs, if King Edward would give them a prince born in Wales, who could speak neither the hated Saxon nor French. To this the King, who must have been a bit of a wag, agreed, and added the promise also that the first words this Prince would speak to them should be in the Welsh language. This he knew would be easily accomplished, as his small son already had a Welsh nurse. Whether this bit of royal strategy be true or not, the people of Wales were won over and swore allegiance to the boy prince, and when later he was declared "Prince of Wales" the sensitive and enthusiastic people cheered him as a fellow-countryman and rejoiced as if their independence had been achieved instead of their submission to a long-fought enemy. There had been for years a vague prophecy about that a prince born in Wales should be acknowledged king of the whole British island, and this was literally true when, after the death of Edward I, his Welsh son was crowned Edward II.

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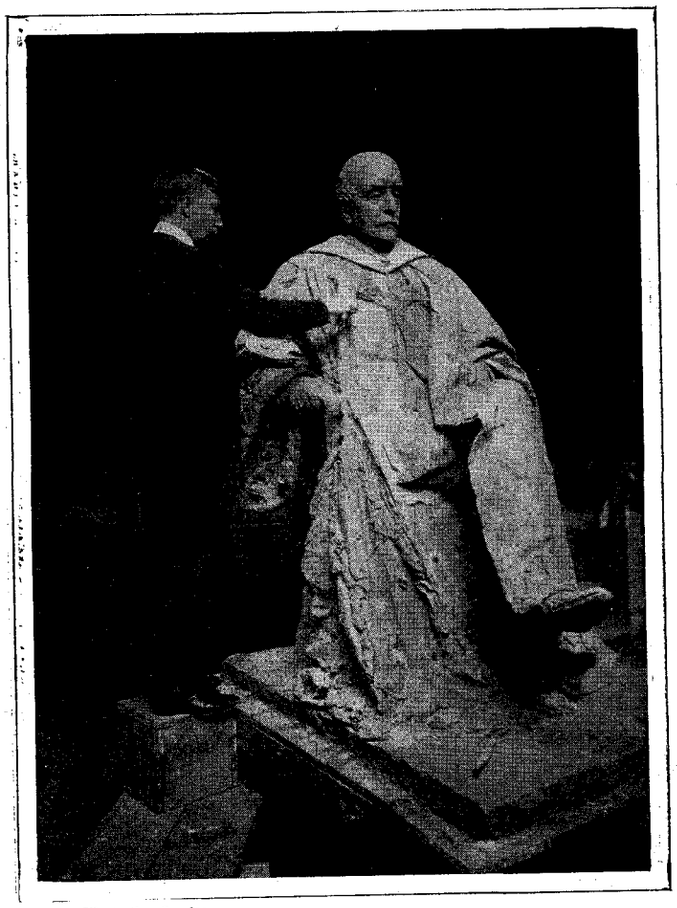

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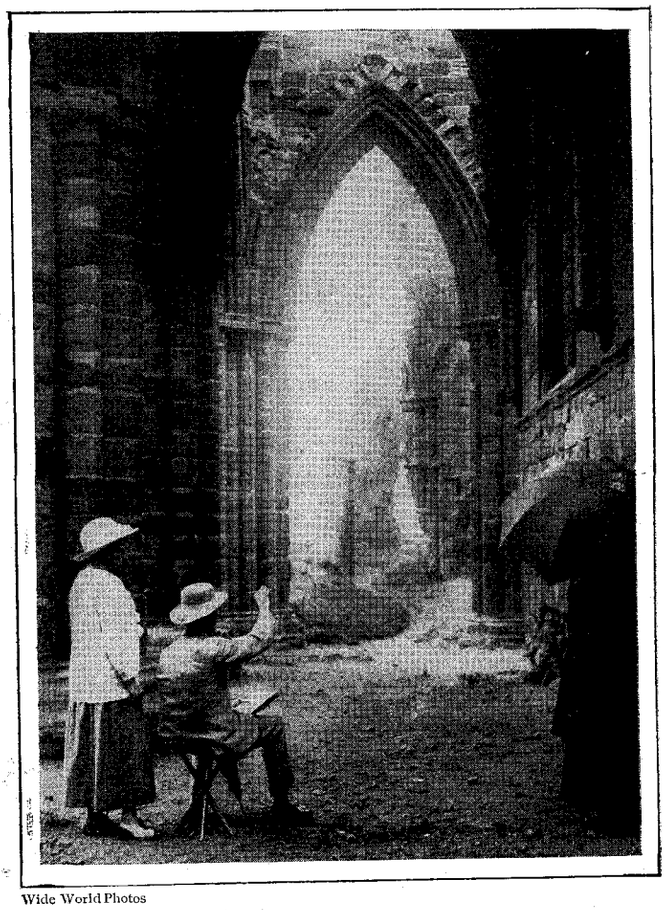
PAUL WAYLAND BARTLETT, SCULPTOR, WORKING ON A STATUE OF ALEXANDER AGASSIZ

Mr. Bartlett began his career as a sculptor at the age of 14 with an exhibit in the Paris Salon. His work since has been important and varied. Professor Alexander Agassiz, the subject of this statue, was a son of Louis Agassiz



Wide World Photos

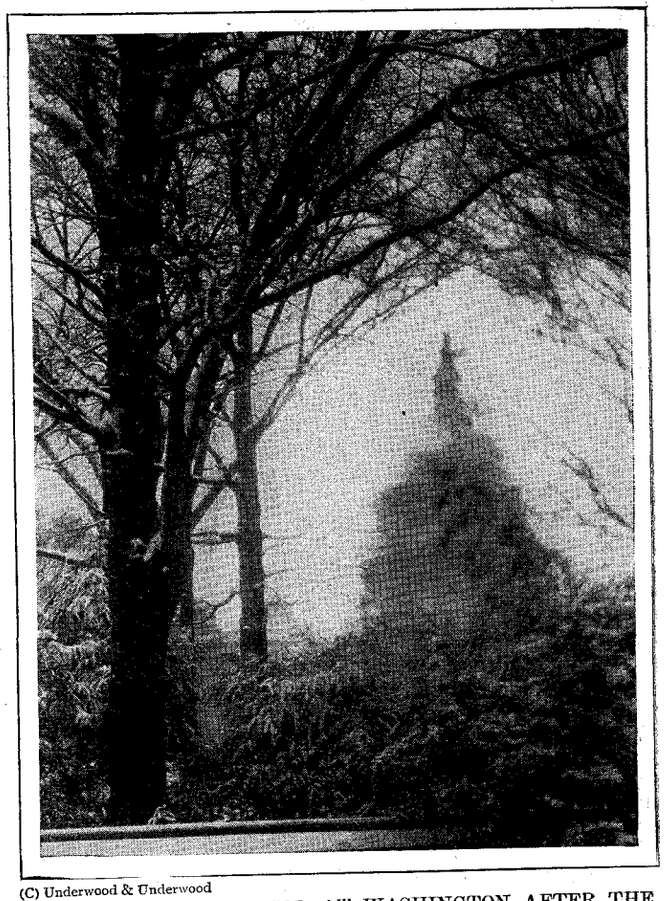
A MEMORIAL OF THE WAR—WHITBY ABBEY, IN ENGLAND, ON THE NORTH SEA COAST

This celebrated Abbey was bombed by the Huns early during the war, the ravages of time being supplemented by the devastation of a lawless bombardment. Our view shows an artist sketching the ruins

Dorr News Service

BOY AND PANTHER, BY RUDULPH EVANS—PRIZE-WINNER AT THE NATIONAL ACADEMY

This statue was awarded a Gold Medal at the winter exhibition of the National Academy of Design, which opened December 13. It is owned by Mr. Frank A. Vanderlip



(C) Underwood & Underwood

THE NATIONAL CAPITOL AT WASHINGTON AFTER THE FIRST SNOW-STORM OF THE SEASON

Among the hundreds of photographs that are every week offered to The Outlook, one occasionally seems worthy of inclusion among art subjects. The reader may regard this view as having such character

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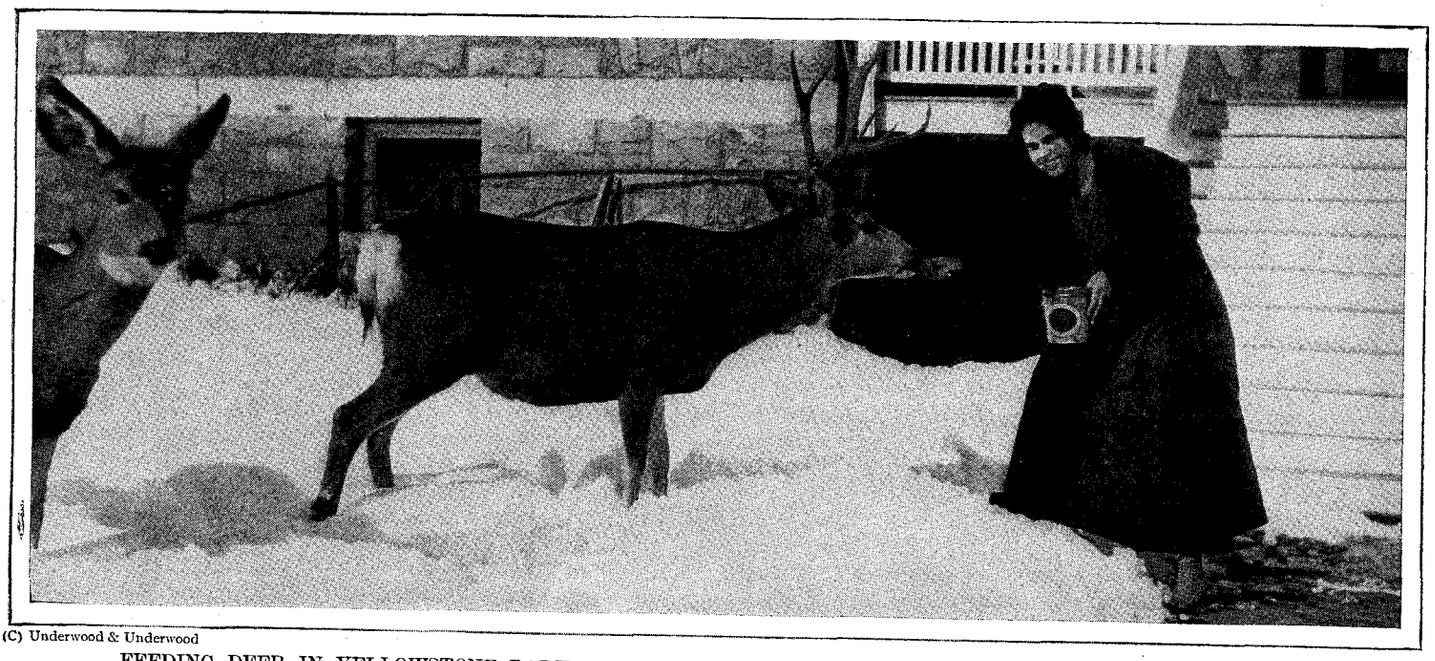
"SANTA CLAUS" LETTERS RECEIVED IN THE NEW YORK CITY POST OFFICE

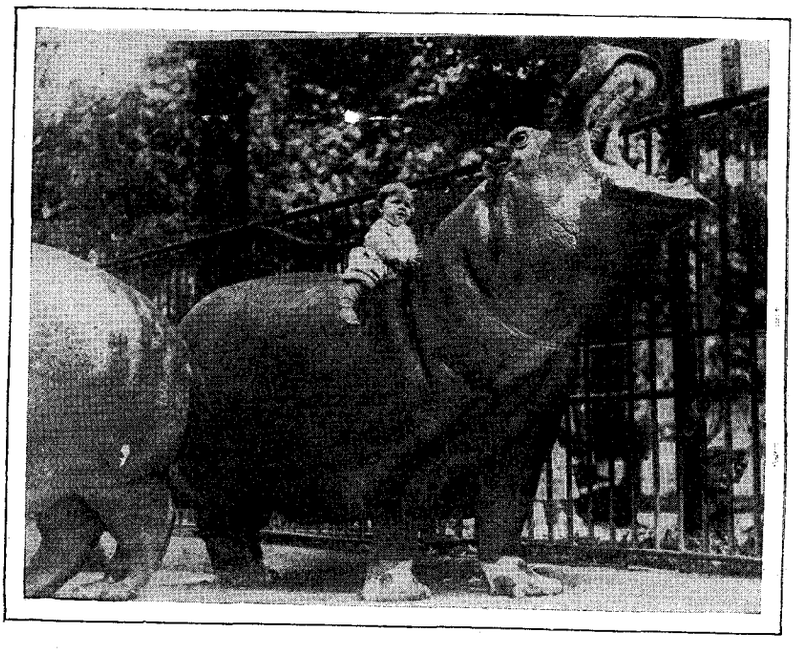
As Christmas approaches, many letters are received by the postal authorities, addressed simply "Santa Claus, New York." In children's minds Santa Claus is often a real person, and why not write him a letter? Letters so addressed are sent to charitable institutions or individual philanthropists



(C) Underwood & Underwood

FEEDING DEER IN YELLOWSTONE PARK, WHERE A SEVERE WINTER MAKES THESE SHY ANIMALS TAME

Thousands of animals, particularly elk, it is stated, are facing starvation in Yellowstone Park owing to weather conditions. They frequently cross the Park line and are slaughtered by waiting hunters. The deer seen in the picture have fallen into kindlier hands



(C) Kadel & Herbert

THE AGE OF INNOCENCE—NOT AFRAID OF THE BIG HIPPO

The child's parents are no doubt close at hand, but their confidence that the baby will not be hurt is evidence that at least some specimens of the hippopotamus are good-humored and docile

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machinery. Trains from the West going through tunnels under the rivers find large terminal facilities in the Pensylvania Railroad Company's extensive yards on Long Island, where they meet trains from New England coming over the new bridge at Hell Gate. Heavy freight traffic is thus drawn off from crowded New York, and may have still further facilities in undeveloped parts of Newark Bay and Staten Island. A great piece of work has already been approved for this latter section. Between Tompkinsville and Clifton, on the eastern coast of Staten Island, fourteen large piers are to be built and a great ocean terminal is to be started. For the accommodation of passenger trains, which are shown to arrive at the rate of more than one a minute, two of the finest and largest stations in the world have been constructed —the Pennsylvania Railroad Station, at Thirty-second Street and Seventh Avenue, and the Grand Central Terminal, at Forty-second Street. These are both closely connected with the subway system and with each other.

CITY PLANNING COMMISSIONS

In 1913 the Legislature of New York passed a law providing for commissions in cities to provide for (1) maps to include draining sewers, water system, and (2) location of public buildings, monuments, highways, parks, playgrounds. New York City immediately created such a commission and began work. Its real function has been the correlation of the different departments and the awakening of public sentiment to economic necessities and civic ideals. Under the direction of this committee maps were prepared showing topographical features and water and rail transportation facilities. Sectional maps were used giving land values per foot front which clearly showed the result on a neighborhood of any noxious industry in the vicinity. A time zone map was prepared, giving the distance in time from every part of the city to the City Hall. The most intensive map ever constructed to show density of population was prepared, on which a spot was placed for every twenty-five inhabitants. Many changes already begun were approved by the committee and many others recommended. In the plans the boroughs of Manhattan, Brooklyn, and the Bronx have been entirely covered by maps; thirty-seven per cent of Queens; only three per cent of Richmond. After having formulated plans for a greater and more unified city, the committee went out of existence. The work, however, is by no means neglected but efficiently carried on by the City Engineer with helpers in the different boroughs.

ZONING ACTS

July 25, 1916, in accordance with permission granted by the Legislature of the State, the Board of Estimate and Apportionment passed a resolution embodying a most drastic zoning system. This resolution may be roughly divided into three parts: the first restricts the area of the ground which may be covered; the second regulates the height of buildings which may be erected; the third restricts the use of buildings in different sections. The first of these, in the interest of sunlight and air, demands that a certain part of the lot on which most buildings are erected shall remain open; the yards, courts, and areas are to be increasingly larger as the building rises in height. For this there are five area districts, ranging from the warehouse district, where no open space is demanded, to detached or semi-detached houses on lots forty or more feet in width. The second part of the resolution also seeks to keep health by air and sunlight. This regulates the height of buildings in different zones or districts according to the width of the street upon which they are located. Public attention had already been pertinently called to this by the erection of the Equitable Building on Broadway. Standing on about an acre of ground, this huge building casts a shadow over seven acres, so that many of the buildings located near it are entirely cut off from sunlight. The street just north of it, Cedar Street, is but thirty-four feet wide, and the Equitable Building is fourteen and one-half times that width. Such a building would be impossible now, since the Zoning Law would restrict it to one-third its present height. Any building can, however, be set back from the street, and thus increase in a rather rapid ratio the heights permitted. Dormers, mansards, gables, and towers are all encouraged as giving variety, light, and air. The third part of the law restricting the regulation of buildings with regard to their use came about partly as a result of propaganda work by the large department stores with their active campaign on "Save New York." These large stores, only recently driven out of their downtown quarters by encroaching factories, were in danger again. By this new law there are clearly defined zones: First, for residences, including churches, hospitals, libraries, schools, museums, but rigidly excluding all forms of business and factories; second, the business section, which excludes factories and certain kinds of offensive or noxious concerns; a third, which is unrestricted. The unrestricted zone is meant for factories and is extended to districts around water-fronts and terminals as well as many of the unbuilt sections where restrictions may later be made. In Manhattan factories will generally not be found in the section around Fifth Avenue and Broadway above Thirty-second Street, while business will remain below Fifty-ninth Street, although the Murray Hill district is still reserved for residences. People may live in any district; stores and business may be in either the unrestricted or business zones, but factories must remain in the unrestricted.

CENTERS

The city planning of New York is of necessity distinctly different and much more difficult than most cities. Its large size, its enormous population, its separation by water, its five counties, its great commercial and industrial enterprises, its mixed population, all add features to the difficulties presented. For these reasons, the civic, industrial, commercial, and educational centers found in other cities exist in several, rather than one, place. The civic center for New York is found near the City Hall, including that building, the Hall of Records, and the Municipal Building. Near by, on the site of the old Collect Pond, there is to be a fine new hexagonal County Court House. On paper there exists near by a site for a possible Federal Court and for some State building. Besides this center each borough has or expects to have its own civic center. The center for transportation seems to be at Grand Central Terminal, from which point nearly all portions of the city can be reached. Because of restrictions in accommodation in lower New York Harbor, commerce has no center, but may be sought on all sides and in all boroughs. Because of the zoning system, manufactures in Manhattan will tend to centralize south of Thirty-second Street, while business will be found north of that point, particularly on Fifth Avenue and Broadway. Amusements, although found in all parts of the city, centralize to a great extent in the "Great White Way." Educational centers group about Columbia University, New York University, and the College of the City of New York. In Brooklyn, the Institute of Arts and Sciences forms, with the new Central Library, the nucleus of such a center. Schoolhouses are coming to be used throughout the city as centers of activity for various communities, not only as educational centers, but amusement as well. Community spirit has been shown and encouraged by community Christmas trees, by community singing, by community activities, particularly during the great war. This has tended not only to strengthen bonds within the city but to aid in the Americanization of New York's large foreign element.

City planning is largely a correlation of all the activities of the city, of aiding or restricting, as necessity arises, of unifying the various parts, and, while many problems remain as yet unsolved or exist merely on paper, a great start has been made. The two great accomplishments which stand already to the credit of the city are the transportation system and the zoning act, which will ultimately unite, regulate, and beautify the city.

DUTIES

The city has spent and is spending vast sums of money to aid us individually and collectively in business, in manufacturing, in commerce, in gaining health and pleasure. In return for this and to co-operate with our officials we should assist in carrying out these laws, protect the public property, and cheerfully pay necessary taxes to provide things which mean health and prosperity to ourselves and future generations.

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THE BOOK TABLE: DEVOTED TO BOOKS AND THEIR MAKERS

JUSTICE FOR THE POOR[1]

WHEN a careful report by an honored member of the Boston bar, issued by the Carnegie Foundation, with the indorsement of so eminent an educator as Dr. H. S. Pritchett and so conservative a lawyer as Elihu Root, takes as its motto the sentence from the Magna Charta, "To no one will we sell, to no one will we refuse or delay, right or justice," and devotes the first thirty-three pages of a considerable volume to showing "the existing denial of justice to the poor" in violation of this fundamental principle of the Magna Charta, complaints by radical reformers of the failure of the courts to secure justice to all cannot be disregarded as unjust. These complaints are voiced and sanctioned by this report:

> The conviction grows that law is not justice, and challenges the belief that justice is best secured when administered according to law. The poor come to think of American justice as containing only laws that punish and never laws that help. They are against the law, because they consider the law against them. A persuasion spreads that there is one law for the rich and another for the poor.

Every sentence in this indictment has been apparently culled from eminent legal authorities mentioned in notes. And Roscoe Pound, in an "epoch-making address on 'The Causes of Popular Dissatisfaction with the Administration of Justice'" (1906), has shown that, notwithstanding the Magna Charta, these complaints have been common ever since the days of Wycliffe. The report of Mr. Smith gives more than one illustration to show that these complaints are not groundless. For example—I condense the story:

> The owner of a barn owed a glazier $6.60 for setting in a barn twenty-two panes of glass. Payment the glazier could not get. For want of the money his children went to bed supperless. He applied to a lawyer, who told him that to bring suit the costs and fee would be $10; then he applied to the Municipal Court, "originally known as the Poor Man's Court," which could do nothing for him and advised him that "inasmuch as the expenses would exceed the amount in dispute he had better drop it."

The report adds, "As the man told his story, sitting in the office of the Legal Aid Society, he was an incipient Anarchist." No wonder. Why should he not be? Of what benefit was law to him?

A variety of causes have operated to make the law of small real value and often of no apparent value to the poor. One cause is the complexity of modern civilization, and of the consequent legal rights and duties created. The State assumes that every citizen knows the law. That may be a necessary assumption, but it has no basis in fact. "With thirteen thousand decisions of courts of last resort being made each year, and twelve thousand laws annually enacted by the legislatures, no man could determine his rights without employing attorneys." Moreover, no attorney can know the law without taking time to study the books. The court procedure is intricate, and apparently many attempts by the Legislature to simplify it have only added to the maze. The State puts upon the litigants a part of the cost of supporting the courts. These court costs are to the poor an insuperable obstacle to invoking the aid of the courts. Lawyers' fees may not be extravagant compensation to the lawyers, but they constitute an impossible expenditure to the poor. And, finally, the delays, which may be unavoidable but which hitherto lawyers and judges have been either unwilling or unable to prevent, add to the popular dissatisfaction with the courts and their procedure. Mr. Smith reports one case which would be incredible were it not history. A wage-earner secured a judgment for ten dollars on January 19, 1911. By a series of appeals and postponements the case was continued, and he was kept out of the money which the court had awarded him until October 11, 1912. "It took one year and nine months and required eleven days in court for both attorney and client to collect the original ten dollars." How much of the ten dollars found its way into the pocket of the client, and how much, after deducting for his lost wages in the loss of time, the proceedings netted him, the report does not tell us. One is not surprised to read that Dean Vance, of the University of Minnesota Law School, has said: "Bluntly put, the American lawyer has proved a failure."

Nevertheless, while Anarchists either too lazy intellectually or too unintelligent to devise a remedy are proposing to cure the evils of legal procedure by the simple process of abolishing all law, lawyers and judges have been studying the problem and endeavoring to invent remedies. Of these I here mention three, referring the interested reader to the volume for further information.

The first remedy—first, I believe, in order of time—is the Legal Aid Society. This is a purely voluntary organization which exists in several States and has for its object to act for the poor who need for any reason to appeal to the law. It does not attempt, so far as I know, to amend the law or the legal procedure, but, accepting the machinery of the courts, puts it at the service of the poor by furnishing advice, counsel, and, when necessary, the required court fees. These societies have done and are doing admirable work, but it is ameliorative rather than remedial, since it is impossible for them to provide remedy for the law's delays or the law's expenses.

A much more radical reform is the organization of Small Claims Courts. These are of different types, but in essentials much alike. They deal with claims from $20 in Kansas to $200 in Chicago. There are no pleadings and no lawyers. The claimant tells his story to the judge. The judge, or the clerk of the court, puts the claim in form, and summons both the defendant and the witnesses. A date for the hearing is assigned. The parties present themselves and tell their stories. Lawyers are conspicuously absent. In some States their presence is prohibited; in all States it is discouraged. The course of procedure is best indicated by the following paragraph:

> The court unquestionably exercises wide equity powers—wider, perhaps, than can be supported by adjudicated cases. In a suit for the conversion of shoes it has ordered the shoes returned instead of giving a judgment for damages. Where a defendant admitted that he owed four dollars but had refused to pay it because the plaintiff had insulted his wife, and the plaintiff denied that he personally had insulted her but admitted that one of his employees had used improper language, the court ordered him to telephone to the wife apologizing for anything that had been said, which he gladly did, using the telephone in the judge's room; he was then given a judgment for the four dollars. Fundamentally, however, the court is a court of law. Its judges are trained judges, who render their judgments by applying to the proved facts the rules of substantive law. In the now famous mattress case, where a boarder set fire to the mattress by smoking in bed, for which the landlady demanded twenty-five dollars, and the judge by telephoning a department store ascertained that an identical mattress could be had for eight dollars, which the boarder was quite willing to pay and for which judgment was entered—it would never occur to the judge to dismiss the case because he personally approved of smoking in bed and considered landladies amply paid to insure against such risks, or to give the landlady the desired twenty-five dollars on the ground that he thoroughly disapproved of smoking in bed and desired to give the community an object-lesson.

The costs are insignificant; but the net results are not. Thus, in the Cleveland, Ohio, Small Claims Court the total costs to the plaintiff are 52 cents, and in 1915 5,106 cases were tried and the judgments rendered totaled $32,872.14. When it is remembered that these more than five thousand claimants would probably have been without any remedy but for the Small Claims Court, its value to the community can hardly be overestimated.

So far we have considered reform of judicial procedure only in civil cases. But it is needed no less in criminal cases. Of the accused brought before our criminal courts for trial, some are habitual criminals, some have fallen into a particular crime through weakness or have been forced into it by disaster; some are the victims of suspicion or of conspiracy. Most of them are without money and without friends. The law says they are presumed innocent until proved guilty. Criminal court opinion presumes them guilty until proved innocent. And hanging about these courts are what are called "jail lawyers," whom Arthur Train, in his interesting book, "The Prisoner at the Bar," thus portrays:

> They can be seen any day in every police court in New York—heartless, cynical, merciless. Lying and deceit are their stock in trade, corruption their daily food. Within three months one of these gentry not only compelled an eighteen-year-old girl to give him a fine Etruscan ring which she had inherited, and which he pawned for five dollars, but stripped her of a new silk petticoat, which he carried away in a newspaper as a fee. This woman served ten days because she could not pay her fine. Another woman who had stolen an umbrella gave a shyster her watch. He pawned it, and then abandoned her when she came up for trial.

The justice of providing a public defender to represent the accused in all criminal trials, as a public prosecutor is provided to represent the State, has long been suggested. It was first adopted by Los Angeles County in 1913, and this example has since been followed in Portland, Oregon, Omaha, Nebraska, and Columbus, Ohio. In New York a privately controlled and privately supported Voluntary Defenders' Committee has been organized, following the suggestion of Mr. Train. The

[1] Justice and the Poor: A Study of the Present Denial of Justice to the Poor and of the Agencies Making More Equal Their Position Before the Law, with Particular Reference to Legal Aid Work in the United States. By Reginald Heber Smith, of the Boston Bar. Published for the Carnegie Foundation for the Advancement of Teaching by Charles Scribner's Sons, New York, 1919.

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results of this policy have been wholly admirable. In some cases the accused have admitted their guilt, in other cases the District Attorney has been persuaded of their innocence and they have been discharged, in others they have been acquitted, and in nearly all cases the trials have been shortened. In Los Angeles the number of days in trial have been reduced from 239 to 58. But not the least advantage gained has been that the jail lawyers have been eliminated.

Mr. Smith's report ought to have a much wider circulation than we can reasonably hope for it. Not only every lawyer who has at heart the honor of the bar and of the courts, not only every social reformer who is interested in studying the causes of the present unrest and possible remedies, but every legislator and every editor who desires to be a teacher as well as a reporter, would be better equipped for his work by a careful perusal of this volume.

LYMAN ABBOTT.

THE NEW BOOKS

FICTION

Dope. By Sax Rohmer. Robert M. McBride & Co., New York.

An exciting murder story in which drug addiction and criminal drug sales furnish the motive.

Helena. By Mrs. Humphry Ward. Dodd, Mead & Co., New York.

It is always pleasant to read Mrs. Ward's stories, because they are written with and in them one meets cultivated, well-bred people. Often also the subject treated and the story in which it is embodied are both well worth while. That is not, however, the case with the present novel. It must frankly be stated that it is below the level of Mrs. Ward's usual work in fiction. She starts with the excellent idea of presenting a study of those young English-women who after their war experiences are filled with the idea that they must live their own lives and be independent in thought and action. But this theme soon fades away into the working out of an ordinary, not particularly original, and, on the whole, weak novel of love and society.

Mrs. Marden. By Robert Hichens. The George H. Doran Company, New York.

This is by no means one of Mr. Hichens's best stories. One feels that he has recognized the prevailing interest in English circles in attempts to solve questions as to communications from spirits in the other world. We can imagine him saying: "Conan Doyle, Sir Oliver Lodge, and a lot of other people are making literary hay while this spiritualistic sensation is on, why should not I, whose stories have always been called occult, do the same in a novel?" Frankly, we think that the attempt is weak and the novel a poor one.

Sonia Married. By Stephen McKenna. The George H. Doran Company, New York.

Mr. McKenna's story "Sonia" had a wide reading. Here we have Sonia married. Most readers will find her detestable and intolerable. In the first book, as a brilliant, willful girl, the reader and pretty nearly all the men in the story forgave Sonia's bad qualities chiefly because she was, in fact, only a girl; in this story she is not only willful, but cruel and hateful. Apart from this the book is ably written and holds the attention strongly. At first it is a little confusing because of the many characters who come over, so to speak, not only from "Sonia," but also from Mr. McKenna's "The Son of Midas." This soon clears up, however, and the situation and incidents continually interest and pique curiosity.

POETRY

Poems. By Theodore Maynard. Introduction by G. K. Chesterton. The Frederick A. Stokes Company, New York.

This is the first American edition of Theodore Maynard's poems. It includes all his writings which he wishes preserved in a permanent collection. The present volume is prefaced by a characteristic introduction from the pen of G. K. Chesterton. Mr. Maynard is a poet well worth the attention of American readers. One of the best of the poems in the present collection is republished on this page. In spirit and thought and excellence it bears at least a resemblance to some of the writings of Francis Thompson.

APOCALYPSE

(From "Poems")

BY THEODORE MAYNARD

"And I saw a new heaven and a new earth: for the first heaven and the first earth were passed away."—*Apoc. xxi. 1.*

Shall summer woods where we have laughed our fill;
Shall all your grass so good to walk upon;
Each field which we have loved, each little hill
Be burnt like paper—as hath said Saint John?

Then not alone they die! For God hath told
How all his plains of mingled fire and glass,
His walls of hyacinth, his streets of gold,
His aureoles of jeweled light shall pass,

That he may make us nobler things than these,
And in her royal robes of blazing red
Adorn his bride. Yea, with what mysteries
And might and mirth shall she be diamonded!

And what new secrets shall our God disclose;
Or set what suns of burnished brass to flare;
Or what empurpled blooms to oust the rose;
Or what strange grass to glow like angels' hair!

What pinnacles of silver tracery,
What dizzy rampired towers shall God devise
Of topaz, beryl, and chalcedony
To make heaven pleasant to his children's eyes!

And in what cataclysms of flame and foam
Shall the first heaven sink—as red as sin—
When God hath cast aside his ancient home
As far too mean to house his children in!

ESSAYS AND CRITICISM

Heart's Domain (The). By Georges Duhamel. Translated by Eleanor Stimson Brooks. The Century Company, New York.

Recently one of the editors of The Outlook asked M. Baldensperger, the eminent French critic, what were the three books which seemed most distinctive of the war period. M. Baldensperger gave these titles as his choice: Jean des Vignes-Rouges's "Bourru, Poilu de Vaudois," Georges Duhamel's "La Vie des Martyrs," and Maurice Barrès's "Les Diverses Familles Spirituelles de la France." These volumes, we are glad to say, have now all appeared in English translation; the first as "Bourru, Soldier of France," the second as "A New Book of Martyrs," and the third as "The Faith of France." We also have a translation of Duhamel's "La Possession du Monde" under the title "The Heart's Domain." The translation is good, but the original should be read if possible. The author, a poet and philosopher, and also a surgeon at the front, has come up out of the depths of despair. In his latest volume, as also in its predecessor, he preaches a powerful sermon. He tells us about the peace that passes understanding because won amid the threatenings of things worse than death. His is a great soul, and where he searches for happiness and finds it we may well follow.

RELIGION AND PHILOSOPHY

Synoptic Gospels and the Book of Acts (The). By D. A. Hayes. (Biblical Introduction Series.) The Methodist Book Concern, New York.

This book is vibrant with life and glowing with enthusiasm. In the light of a rich historical imagination Matthew, Mark, and Luke are no shadowy figures in dim antiquity, but vivid and noble personalities of to-day, alive with spirit and power. Old as the synoptic problem is, often as it has been discussed by critics, Dr. Hayes's treatment of it is new and illuminating. He writes for the plain people rather than for the learned specialists whose works he has studied well.

MISCELLANEOUS

Cadence System of Close Order Drill (The). By Lieutenant-Colonel Bernard Lentz, General Staff, U. S. A. The George Banta Publishing Company, Menasha, Wisconsin.

This is the manual of the Cadence System of Close Order Drill, described at some length and highly commended in The Outlook's editorial "Americans All!" which appeared in the issue of September 3. Colonel Lentz's grasp of applied psychology is indicated by the following quotation from the general rules with which he prefaces his system:

> It has been found that there is only one proper way to give corrections without disturbing the equanimity of the entire command. That way is to pronounce the name of the man to be corrected before any censure is made. For example, it should be, "Smith, depress the butt of your piece," and obviously, not, "Depress the butt of your piece, Smith." In this latter case, the attention of every man in the company is taken off the drill momentarily, as each one looks to his own piece; in the former only the particular man at fault has his attention directed to the error.
>
> On the other hand, in asking questions to bring out the men's knowledge of what they have learned, exactly the reverse is true. If the instructor says, "Smith, what is the position of the soldier?" it is obvious that only Smith will endeavor to solve the problem; but if the question is first asked, "What is the position of the soldier?" every man will be on the alert, and will think and endeavor to frame a correct answer. Then after a brief pause, the instructor should designate the man, by name, whose answer he desires.

This manual should be in the hands of every soldier and citizen interested in the practical and educational aspects of military drill.

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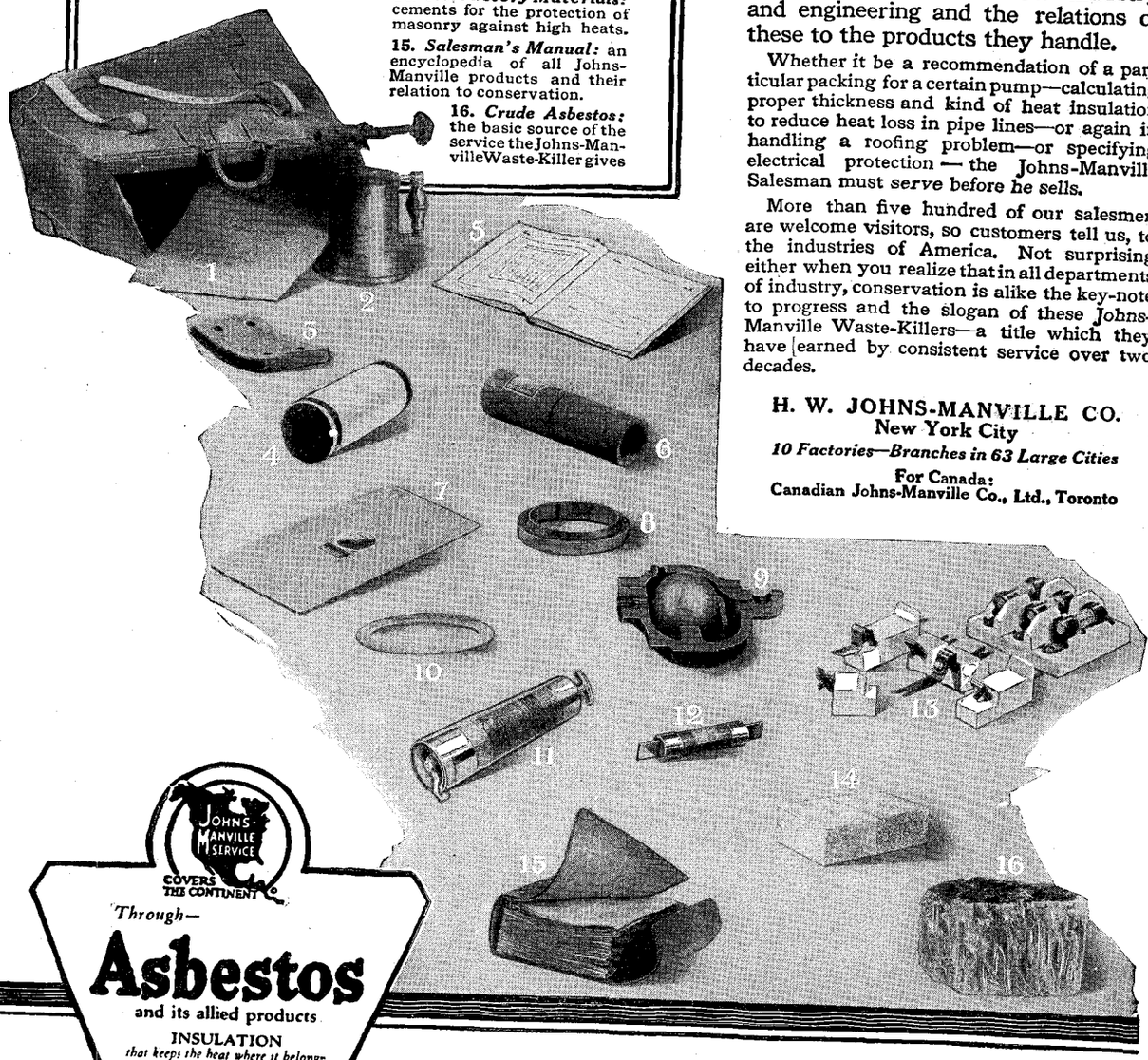

SINCE a workman is known by his tools, the partial contents of a Johns-Manville Salesman's kit will give some indication of the kind of a man that carries it.

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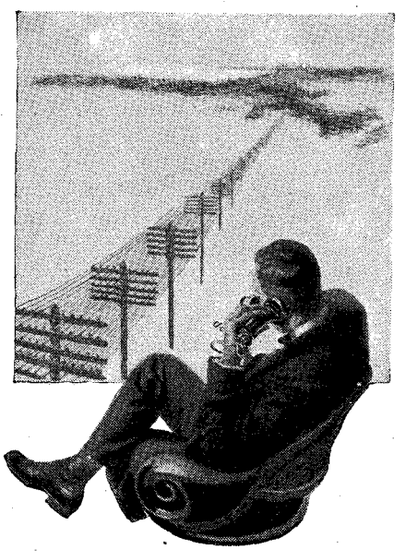

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SILVER-TIP TALKS

BY PHIL H. MOORE

I am a Rocky Mountain silver-tip grizzly. When berries are ripe, I weigh nearly a ton. I can stand with my back to a tree and, biting up over my shoulder, make my mark fully nine feet above ground. I am not afraid of anything that hunts in the neck of the woods I call my home, barring human beings with guns. I would soon make my mountains untenable for man if it were not for these pesky rifles. They do take unfair advantage of us poor bears. Being afraid to come to close quarters, men stand off a long way and shoot at us. Sometimes they leave food around with poison in it that makes us sick; but, as we can usually detect the poison, we do not often eat it. They have traps also that trouble us a little, but we can generally see or smell them. Occasionally we turn them over and cause them to bite the ground instead of our feet. We could live in spite of the poison and traps, but we cannot cope with the guns.

While hibernating in my snug cave tucked away on a nice sunny slope of the Rockies I projected my astral body to New York City. Having been the editor of a magazine in a previous incarnation, I am naturally attracted to the news-stands while on my spirit peregrinations. Although now existing on a much higher plane than in my previous state, I am still intensely interested in what my late pedantic colleagues are publishing. In pursuance of my hobby of spiritual editing, I happened to glance over a copy of a magazine and noted an article entitled "The Hunter Pleads for the Grizzly." [1] I was gratified to learn that human beings knew so much about me and my habits.

As the author of the article in question intimated, I am keenly curious. There is nothing I enjoy more than slipping into a tent full of good bacon, sugar, molasses, canned goods, and other supplies while the owners are away. I long to learn all I can about things. What I cannot eat I investigate, anyway. It is my nature. I just love merrily to mix everything all up and sort of play around. If I were sure that in future men would come into my country without guns, I would do more of this sort of thing, and we could get real well acquainted. I have always been curious to get close to a man and see what he is made of. Several times I have walked right up to a camp party with the intention of turning some of them over with my paw and rolling them about and toying with them. They give me the impression of being mushy and weak, and I think I could play with a large number, without being injured myself, were it not for their guns. Some one always wakes up and shoots at me.

As stated in the article, I get excitedly curious and eager for a close look at new things. I well remember up in northeastern Utah, in the summer of 1900, seeing a band of sheep in a big mountain park. Two of my friends were with me. We just naturally had to walk down and investigate those sheep. We frolicked among them a while and killed sixty. It was remarkable how weak and helpless they were! We did not mean any harm, but it was fascinating to pat them and see them fall. Our early training teaching us never to waste food,

[1] See The Outlook of January 22, 1919. The author of that article thinks Mr. Grizzly on the whole to be a pretty good fellow, "misunderstood, and early given a bad reputation." Silver-Tip, as presented in the autobiography above, is less agreeable.—THE EDITORS.

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we had to stuff ourselves with mutton for several weeks after this day's sport. Mutton becomes quite tender if exposed to the sun a few days. It was a good thing for us that the sheep-herder had no gun.

Although it is delightful to have one's self well thought of and to be given a good character, there are times when we grizzlies just have to chase annoying human beings out of our way—the magazine article to the contrary notwithstanding. I recall one incident back in 1901, and, although I do not often lose my temper, I think you will agree with me that this particular misadventure justified my actions. I was having a pleasant evening drink out of a mountain brook, and a man had the audacity to dip water in a coffee-pot out of the same brook not fifteen feet away. It was lucky for him that he was a good tree climber. He was too quick for me, consequently I succeeded in merely getting hold of a piece of his shirt. Another man came running with one of those guns and hurt me so badly that I had to climb up the mountain and lie in the snow until my wounds healed.

The author of the magazine story tells about my playing with a floating log and coasting down the mountains. He should have seen me a few years ago romping with a bunch of saddle horses in a small corral. Those ponies were pretty quick and made great fun for a little while, but their backs were weak. I gave half a dozen or so a playful slap and they would lie down and be right in the way of our tag game.

I do not get down among the ranches often, but one of the best times I ever had in my life was in the kitchen of a ranch-house near my home. The men were all away and the women were out in the orchard picking fruit. There were two doors to the kitchen, one each side of the house. Both were open. I was sleeping in a bunch of cottonwoods on the opposite side of the house from the orchard and not very far away when my nostrils were assailed by a most wonderful, sweetish, pungent aroma. Cautiously following this up, I was led to one of the open doors. Seeing no one, I went in. The table was covered with the most delicious preserved fruit in little jars and dishes. I cleaned them out in a very few minutes. Then, seeing a large pot of the luscious stuff sitting upon the stove, I tried to take it in my paws, burning myself badly and spilling the fruit all over the floor. Not wishing to be wasteful, I tried to lick up the delectable mess and burned my tongue. Being sure that the whole thing was just a trap set by the tricky owners, I proceeded to wreck the place. The women heard the noise and came hurrying back from the orchard. Naturally, I was in a bad temper. I chased those women into the barn. My exploring ability coming to the fore, I had just found a way into the building through the pigsty when I was interrupted by some men coming with guns. Anyway, I managed to kill the pig before leaving. If it hadn't been for those men and those guns, I'm sure I could have entered that barn.

I certainly agree with the author of the "Hunter's Plea" that men should not be allowed to hunt us nor to carry guns. Believing in Karma, which is the universal law of retributive justice, I further agree that we "all will be losers if" you "fail to protect and perpetuate the heroic grizzly bear." There is no doubt that our "existence in the wild places will enliven the imagination and touch the outdoors with a primeval spell."

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FINANCIAL DEPARTMENT

The Financial Department is prepared to furnish information regarding standard investment securities, but cannot undertake to *advise* the purchase of any specific security. It will give to inquirers facts of record or information resulting from expert investigation, and a nominal charge of one dollar per inquiry will be made for this special service. All letters of inquiry should be addressed to THE OUTLOOK FINANCIAL DEPARTMENT, 381 Fourth Avenue, New York.

POSSIBILITIES IN BONDS

FOR some time the stock market has been backing and filling, going up one day, coming down the next, but, generally speaking, seeking lower levels. Opinion as to what it will do from now on varies as usual, although the pessimists seem to be in the majority. Moreover, almost every one agrees that it is a pretty dangerous place just now. Perhaps it is. It always is dangerous for speculators; but, after all, the buyers and sellers of stocks are not all in that category. Many people who believe the Government is going to do the right thing by the railways, for instance, are buying railway stocks and putting them away for future reference—and hoped-for profits. Is their action justified? The prosperity of the United States is closely allied to the prosperity of the railways. If one prospers, the other follows suit. Every one believes in the future of the United States. Granted, therefore, that fair treatment is accorded the railways when they are returned to private ownership, why should they not prosper too?

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Thirty-eight Years Without Loss to Any Investor

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It is entirely possible that the bill handing back the carriers may contain provisions which will insure a very happy New Year for some people.

If railway stocks promise better things, how about railway bonds? On the other hand, if the market for stocks is a dangerous place at present, is this equally true of the bond market—not only railway bonds, but bonds of all kinds? Many bonds are selling at prices which would have been considered ridiculously low—almost unbelievably so—only a very few years ago. The average price of forty corporate bonds recently compiled by one financial publication is eight points below the price at which they sold at the corresponding period in 1918. Even then it was lower than the average for several years past. Is this low price justified by conditions; will it remain low indefinitely, or is there the probability of improvement?

Why have bond prices gone down so materially, anyway? Is it because the security behind them is not as good as it was? If we take the replacement value of the property which secures them, it seems safe to say that the security has increased. A factory which cost $250,000 five or ten years ago could not be built for the same price to-day.

Equipment, machinery, land, everything, has gone up. Why, then, have bonds, which are secured by these things, gone down?

First of all, because money is on a new basis. It must yield more than it used to. At one time people were satisfied with a 4 to 4½ per cent return. Now they want 5 to 6 or 7 per cent. In order to sell the bonds they have had to be offered at prices to yield this much.

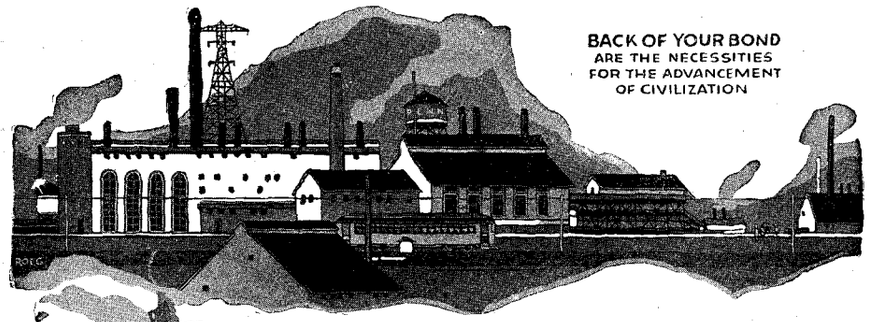
Another factor operating against them has been preferred stocks, particularly of the big industrial corporations. So many issues have been brought out, reasonably safe and with such high yields, that investors have been attracted to them in preference to bonds.

A third factor which has hurt bond prices is the impaired credit of the issuing corporations, especially of the railways, traction companies, and public utilities. Their costs have increased enormously and wages have been steadily going up. The various Governmental commissions which to a large extent control the destinies of these companies have not allowed them to raise rates proportionately. The result has been a general shrinkage in net earnings and consequent impairment of credit. Naturally this has affected the selling price of their securities.

Still a fourth factor is the income tax. Dividends are exempt from the normal tax, while interest on bonds is not. There are of course exceptions to this statement, notably bonds issued by municipalities. This class of bonds, as a matter of fact, has not shared in the recent general decline. They have held up exceedingly well, and new issues have been absorbed with alacrity. Their tax-free feature has made them most attractive to the big investors. On the other hand, these same men have been selling bonds which do not possess this feature, or at least have so acted as to show that they consider them as not particularly desirable purchases.

Will these four factors continue to force bond prices still lower, or at least keep them at present levels?

We are in a period of high prices, but just as we expect the cost of commodities to go down eventually, so money too should be cheaper. Where 6 per cent is



COMMUNITY POWER

FROM the days when the farmers brought their grain to the village grist mill, communities have relied largely on one central unit for their power. The water wheels of yesterday have given way to the dynamos of the power plant of today, but the system of merchandising power has remained, in effect, the same.

The modern central station, made possible through the sale of bonds, is the source of energy which drives the wheels of modern industry. It is the heart of today's industry—turning our factory wheels, lighting our homes, running our street cars and performing hundreds of other but no less important functions. Electricity has become the modern miracle worker.

The West Penn Power Company, serving some 78 communities in the vicinity of Pittsburg, is typical of the best of modern power properties. Its First Mortgage 6% bonds, which are a typical *Halsey, Stuart & Co.* offering, provide the investor with security backed up by a demonstrated earning ability made certain through a continuous and diversified demand.

If you are interested in the investment of funds, our circular OM-12 with detailed information regarding these and other bonds and their advantages from the standpoint of security will be sent upon request.

HALSEY, STUART & CO.

INCORPORATED—SUCCESSORS TO

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The Federal Income Tax necessitates an accurate record of your securities and their productive incomes—our *LOOSE LEAF SECURITY RECORD* may be used for recording all your bonds, stocks and mortgages. We shall be glad to send you a copy, without cost or obligation, if you will write for

Book No. OM-13

INVESTMENT SECURITIES

We specialize in Government bonds and other investment securities. This firm was founded in 1865 and we have always endeavored to recommend to our clients conservative investments. As members of the New York and Boston Stock Exchanges we are prepared to execute orders for the purchase or sale of securities on a cash basis in large or small amounts.

A circular describing several issues of desirable investment securities will be sent on request.

Kidder, Peabody & Co.

115 Devonshire St. Boston

17 Wall Street New York

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The Christmas Magic of High Grade Securities

THE Wise Men of today give Christmas presents that do not fade from memory. A good security is the most substantial of Christmas tokens. Its value is perennial. It is like the magic purse of the fairy tale, in which a new coin appeared to take the place of every coin withdrawn.

The maturing interest of a prime security serves as a yearly reminder of the sensible, handsome generosity of the giver. Some bonds are due in a few years; others have many years to run. For example, there are $1000 bonds which pay $50 interest each year for as long as 50 years—a total of $2500 in addition to payment of the principal. What a gift for a member of the family, for a friend, for a business associate.

The National City Company can provide you with securities of highest character, ideal for Christmas gifts, gathered carefully by experts from among the world's best government, municipal, public utility, railroad, industrial, and realty issues.

At any of our more than 50 correspondent offices you can learn just what securities would best meet the investment needs of the people you wish to remember in this considerate and far-sighted manner.

List of offerings sent on request for—Z 113.

The National City Company

National City Bank Building, New York

A National
INVESTMENT SERVICE
Correspondent Offices in more than 50 Cities connected by more than 10,000 miles of private wires

THE NATIONAL CITY COMPANY
NATIONAL CITY BANK BUILDING
NEW YORK

FINANCIAL DEPARTMENT

(Continued)

asked of a borrower it is likely that 5 or less may be required later on, depending upon the security. This will mean that high-grade bonds will sell at prices to yield 5 per cent or less. A 4 per cent bond selling at eighty now should therefore go to ninety or higher.

Preferred stocks will not always be able to compete with bonds. When the income tax is reduced and the factor of safety is more considered than at present, many people who have been buying preferred stocks will switch to bonds.

If the railways "come back," as most people think they will, their credit will be improved. So with traction companies and public utilities. It is certainly to the advantage of the country and the public to have them successful. They are absolutely essential to our modern life and must be given a chance to do business at a reasonable profit. Improved credit will help their bonds.

Finally, the income tax is to be lowered. For the last taxable year the first $4,000 of taxable income was assessed 6 per cent and the balance above $4,000 assessed 12 per cent. For this taxable year the rates will be 4 per cent and 8 per cent respectively. The President in his recent message to Congress asked that body to consider further reductions in the rates. It seems fair to suppose that this will be done, and bond prices should react favorably to such legislation.

Why, then, is it not a good time to consider the purchase of sound bonds? If the security is ample—and it is taken for granted that only those bonds which have ample security behind them are considered—it would certainly seem as if there were bargains to be had at present prices. There is no getting away from the fact that there are plenty of disturbing factors in the investment situation. On the other hand, the securities market is apt to discount favorable or unfavorable factors in advance. It is therefore possible that the worst that can happen has already been taken into consideration, and if this is the case certain bonds would seem to be worth looking into. If this is not the case, the owner of bonds would at least be able to sleep more peacefully than his neighbor who is a stockholder.

QUESTIONS AND ANSWERS

Q. Will you give me the par value of Studebaker, United Retail Stores common, and Cuban Cane Sugar common? What dividends did they pay last?

A. Studebaker has a par of $100, pays 7 per cent annually, and in addition to the regular quarterly dividend paid 2¼ per cent extra on November 4. United Retail Stores common has no par value, and has paid no dividends on this stock. Cuban Cane Sugar common has no par value, pays 7 per cent on the preferred, but has never paid anything on the common.

Q. Will you please inform me how to figure the "yield" on a bond?

A. The yield of a bond depends upon its selling price, rate of interest, and date of maturity. It is very difficult to figure the yield exactly and involves a knowledge of logarithms. There are books published, however, which contain tables giving all possible combinations of price, interest rates, and number of years before maturity with the exact yield figured in every case.

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A DRAMA OF GOVERNMENT

The daily papers recently reported a satirical comedy "stunt" lately staged at a dinner of the Gridiron Club in Washington. The Gridiron Club—the organization of Washington correspondents which has so often proved that their humor may be as wise as it is daring—has seldom hit the nail on the head more strenuously and skillfully or with better humor than in the dialogue reported below. Three members appeared, made up as William G. McAdoo, formerly Director-General of Railways, Walker D. Hines, his successor, and Investor, respectively.—THE EDITORS.

McAdoo—The late Mr. Morgan said that you cannot unscramble scrambled eggs. He was wrong. By the exercise of a little magic, to which we modestly lay claim, we shall illustrate how the railroads of the United States may be scrambled and then in the twinkling of an eye, as it were, and so to speak, unscrambled again. Can any one loan me a silk hat?

Man steps forward with silk hat. He is Mr. Investor, a well-known citizen.

McAdoo—I shall return it with its pristine beauty untarnished.

Investor—Please be careful. That hat represents the sale of a Liberty bond.

McAdoo—Tut, tut, have no fear, we shall not hurt it in the slightest. I shall break this egg into the hat—so. (Breaks and drops egg and shell into the hat.)

Investor—Oh, my hat!

McAdoo—Tut, tut, sir; have no fears. Trust me. Kindly turn your back. What you don't see won't annoy you. Now we take another egg and break it—so. Now we take some flour, add some coal, pour in some of this agreeable variety of catsup, add a little sand, and finish with a dash of vinegar. Please don't groan, Mr. Investor. It is all right. All these ingredients are symbolic, gentlemen. Now we have the roads scrambled. This completes my part of the trick. I shall now pass the buck—I mean the hat—to my friend Mr. Hines, who will, in his magic way, with a few passes produce the beautiful rabbit known as "government operation and control," and return the hat undamaged to my good friend, Mr. Investor. [Investor groans.]

Hines (looks at hat and glares at McAdoo)—I am deeply indebted to Mr. McAdoo for his trust and confidence. I wish he had finished the trick. He hates the limelight and likes to retire while the retiring is good. But to the trick, gentlemen. Let me first cover the hat for æsthetic and olfactory reasons. It is a little messy. (Covers hat with handkerchief, seizes wand.) I now make these mysterious passes, so, saying the capitalistic words: Hocus-pocus, 1920, Brotherhoods—as taught me by Mr. McAdoo. Then I quickly raise the cloth and here we have—(starts back, looking nervous). Ah! I see; Mr. McAdoo forgot something. Let me add the Plumb Plan. (Drops three plums and breaks another egg. Investor groans and tears his hair.)

Hines (continuing)—Now we have it. Hocus-pocus, 1920, presto. (Takes up handkerchief, looks; starts back, rushes to McAdoo, saying, "My God, Mac, I can't do the trick!")

McAdoo—That's your affair, not mine.

Investor—My hat, my hat!

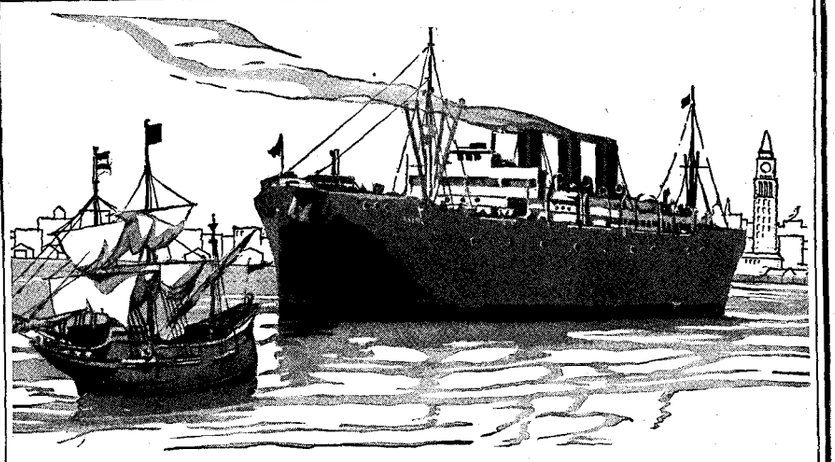
McAdoo—Give him back his hat.

Hines—But this mess—what will I do?

McAdoo—Oh, hand it back. He can't kick.

Hines—Here you are, sir. (Hands hat to Investor, who takes it and yells, "What a mess! Oh, my hat! I can't use it. I can't clean it. I can't sell it. I can't give it away—")

McAdoo and Hines—Take it up to Congress. They'll fix it up for you.



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Trade to-day envelops the globe and demands continuously improved equipment. Not only must there be more rapid and adequate means of transportation: more liberal and sustained financial support has become a first essential.

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Every Miller First Mortgage Bond is secured by a property producing a rental income of at least two and one-half times the amount required to meet interest and principal payments.

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Natural Resources
Steel Mills Farm Lands
Important Manufacturing Plants

All ample in value and earnings to protect the investments.

Make reservations now and secure these attractive rates for your January funds.

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represent the highest type of investments. They have stood the test of wars and business depression since 1858—60 years, and always worth 100%.
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FARM MORTGAGE BONDS in $500 and $1,000 denominations
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In buying your investments from us you have the satisfaction of dealing with a house of national standing, whose integrity is well known, and whose system of safeguarding your interests is approved by careful investors from almost every section.
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Our First Farm Mortgages and Real Estate Bonds net 6% and are furnished in amounts to suit. Send for descriptive pamphlet "S" and current offerings.
Established 1883
Capital and Surplus $500,000.00
E. J. LANDER & CO.
GRAND FORKS NORTH DAKOTA

BY THE WAY

"Why are these eggs so small?" the bride asked the grocer, as reported in the Cleveland "Plain Dealer." "I don't know," was the reply; "they are the kind the farmer brings me. They are just fresh from the country this morning." "Yes," said the bride, "and that's the trouble with those farmers. They are so anxious to get their eggs sold that they take them off the nest too soon."

Here is a grind on man's ignorance—that of the green clerk, just employed in a seed store. Some one, as a joke, asked him for some sweet potato seeds, according to the Los Angeles "Times." He hunted through the shelves but could find none and finally appealed to the boss. The latter laughed and told the clerk he was being fooled. A few days later a lady entered the store and asked for some bird-seed. "Aw, go on," grinned the clerk, "you can't kid me. Birds is hatched from eggs."

A man from the United States, says a newspaper correspondent writing from the City of Mexico, on a recent Sunday morning took his seat in a plaza in that city, in which overcrowded conditions have made "sidewalk merchants" omnipresent. Within a few minutes, as a result of the attentions of these gentry, he had had his shoes shined, his nails manicured, his breakfast served, his morning newspapers delivered, his measure taken for a suit of clothes, and was offered an assortment of diamonds and opals at a bargain. All this at the hands of the picturesque outdoor Mexican merchants, who seem in some respects to outdo the achievements of the pushcart men of the East Side in New York City.

The late Dr. Aaron E. Ballard, president of the Ocean Grove (N. J.) Camp Meeting Association, who lived to the age of ninety-eight, issued these rules for longevity on his ninetieth birthday:

> Sleep not more than four or five hours. Avoid rum and tobacco. Never eat heartily and never after five o'clock in the afternoon. Walk often and regularly. Take a Turkish bath once a week. Keep up an interest in current events. Don't try to solve hard problems at night. Keep a clear conscience.

Dr. Ballard lived by these rules so successfully that he was able to undergo a serious operation at the age of ninety-four.

Another notable who recently died practiced a very different profession but obtained celebrity in it. This was Johnny O'Neill, as he was known in the theatrical profession. He was, says the New York "Sun," "distinguished among instrumentalists because he was the only drummer in the world, so far as is known, who commanded a salary equal to that paid to a first violinist." This is interesting from the fact that the drum seems to be passing, at least as an accessory of warfare. A soldier recently returned from France says that he "didn't hear a drum-beat while he was in France except occasionally from a band in town."

Australia and New Zealand have been given mandates for the principal South Sea islands formerly held by Germany, says "Shipping," and the governments of those dominions are now planning to develop their commerce extensively. Arrangements are being made to settle Australian farmers on the islands and to increase trade by providing additional shipping facilities. Motor schooners are to ply among the islands and carry supplies to planters.

The pleading tone of "want" advertisements for domestic workers is noticeable in these days of labor shortage. Here are two recent samples from a New York daily:

> Wanted—Houseworker, general, in small apartment, family of two; sleep home; need not come till 8:30 A.M. —— St.
>
> Housework—Want pleasant young woman for general housework; family in moderate circumstances; $60. —— St.

The exacting attitude of workers, on the other hand, is illustrated by the following "Situation Wanted" advertisement:

> Houseworker, general; woman, 40, wishes position, in family of two; near ocean, Atlantic City; no laundry or baking; $15 a week. Address ——.

Not all workers are so particular, however; here is one who actually has no prejudices against children:

> Maid—Refined colored maid wishes good home in an American family living in an apartment in New York City; fine cook; understands children; will do some washing and housecleaning; at present employed out of town. Address ——.

The following "Help Wanted" advertisement suggests disappointment in previous applicants for the job:

> Cook Wanted—A REAL cook (white); one who can be absolutely relied upon to run this end of a house completely; only such need apply. Address ——.

If any New Yorker in these days has old clothes that he does not intend to wear himself, a lot of good may be done with them by giving them to the Bellevue Tuberculosis Clinic. They will be used to clothe patients who ought to have open-air treatment to cure them, but who can't have it for lack of warm clothing. Suits, overcoats, underwear, shoes, etc., are all needed. Donors may address Miss Sara E. Shaw, 419 East Twenty-sixth Street, New York.

In Don C. Seitz's book about Artemus Ward a humorous reference by Ward to one of the Mormon leaders is printed, with the explanation that it had been omitted from Ward's "Travels" as an offensive personality. Perhaps it will seem only jocose to the present generation:

> "At breakfast the next morning we met Mr. Walter Davis, the telegraph operator, and his young and pretty wife. They are Mormons, and the lady mentions that she came from Kirtland, Ohio. I had often been there; it was the first regular 'stake' the Mormons ever established, and I asked her if she knew a crazy old rascal there of the name of Martin Harris. 'I did,' she said; 'he was my father.'"

What is the largest spring in the world? Florida has one which must be near the head of the list. This is called Wakulla Spring. It is four hundred feet across, is eighty feet deep, and flows at the rate of 120,000 gallons of water every minute. It gives rise to a river 250 feet wide at its source. This mammoth spring is situated about fifteen miles from Tallahassee.

In the new Telephone Book for New York City the first entry is "A & A Amusement Service," which, with four A's to start with, gets ahead of the first individual name, which is "Aagaard." The last entry is the name "Zywachevsky." Among the curiosities of the book are twenty-seven "A. Cohens" and nine "John Smiths."

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Advertising Rates: Hotels and Resorts, Apartments, Tours and Travel, Real Estate, etc., sixty cents per agate line, four columns to the page. Not less than four lines accepted. In calculating space required for an advertisement, count an average of six words to the line unless display type is desired.

"Want" advertisements, under the various headings, "Board and Rooms," "Help Wanted," etc., ten cents for each word or initial, **including the address, for each insertion.** The first word of each "Want" advertisement is set in capital letters without additional charge. Other words may be set in capitals, if desired, at double rates. If answers are to be addressed in care of The Outlook, **twenty-five cents** is charged for the box number named in the advertisement. Replies will be forwarded by us to the advertiser and bill for postage rendered. Special headings appropriate to the department may be arranged for on application.

Orders and copy for Classified Advertisements must be received with remittance ten days before the date of issue when it is intended the advertisement shall first appear.

Address: ADVERTISING DEPARTMENT, THE OUTLOOK, 381 FOURTH AVENUE, NEW YORK CITY

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GO TO EUROPE AT OUR EXPENSE
Organizers of small parties wanted. UNIVERSITY TOURS, Box O, Wilmington, Delaware.

TEMPLE TOURS
EUROPE AND THE BATTLEFIELDS
Moderate Prices — Satisfaction
80 BOYLSTON STREET
BOSTON

INTERCOLLEGIATE TOURS
EUROPE
EDUCATION-TRAVEL-RECREATION
PRICES MODERATE
1021 LITTLE BUILDING-BOSTON

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Are you interested in it?
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TOKYO
for 120-page Guide Book Free
When writing please mention "Outlook."

AMERICAN TRAVEL CLUB TOURS
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BENNETT'S TRAVEL BUREAU
Tickets—Tours of Distinction
JAPAN, CHINA, WEST INDIES, EUROPE
506 FIFTH AVENUE, NEW YORK

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BERMUDA
THE IDEAL WINTER RESORT
(Furness Line, Whitehall St., N. Y.)
PRINCESS HOTEL
HOWE & TWOROGER, Managers
Opens Dec. 19
HOTEL FRASCATI
FRANK J. GRAY, Manager
Opened Dec. 8

CONNECTICUT

Wayside Inn NEW MILFORD Litchfield Co., Conn.
The foothills of the Berkshires. A restful place for tired people. Good food and a comfortable home. 2 hours from New York. $14 a week and up. Booklet A.
MRS. J. E. CASTLE, Proprietor.

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The Hamilton
14th & K Sts., N. W.
WASHINGTON, D. C.
A Select Family and Transient Hotel
Ideal Location. Modern appointments and Home-like. Good table. American plan $3.50 up daily; special rates by week. Booklet. IRVING O. BALL, Proprietor.

Hotels and Resorts

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Florida East Coast HOTELS
These world-famous Resort Hotels of the Flagler System will open their hospitable doors for the 1919-20 season as follows:

St. Augustine Alcazar—(*Now Open*). Mr, Wm. McAuliffe, Manager. Ponce de Leon—*Opens January 6*, Mr. Robert Murray, Manager.

Ormond On-the-Halifax. Ormond—*Opens January 7*, Mr. John W. Greene, Manager.

Palm Beach Royal Poinciana—*Opens January 15*, Mr. H. E. Hemis, Manager. Breakers—(*Now Open*). Mr. Leland Sterry, Manager.

Miami Royal Palm—*Opens January 1*. Mr. Joseph P. Greaves, Manager.

Long Key Fishing Camp
—*Opens Jan. 1*. Mr. L. P. Schutt, Manager.

For information and reservations address:—
Florida East Coast Hotel Co., 243 Fifth Ave., N. Y.

FLORIDA
THE PINES—DAYTONA
On the Dixie Highway
December-January
WILLIAM CHESLEY, Lessee.

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HOTEL PURITAN
Commonwealth Ave. Boston
THE DISTINCTIVE BOSTON HOUSE
Globe Trotters call the Puritan one of the most homelike hotels in the world. Your inquiries gladly answered and our booklet mailed
O. Costello, Mgr.

If You Are Tired or Need a Change
you cannot find a more comfortable place in New England than
THE WELDON HOTEL
GREENFIELD, MASSACHUSETTS
It affords all the comforts of home without extravagance.

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THE PALMER At LAKEWOOD-among-the-Pines of New Jersey. Miss T. T. DOLBEY. Also CASTLE INN, Delaware Water Gap, Pa., in the Pocono Mts. of Penna.

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HOTEL JUDSON 53 Washington Square
adjoining Judson Memorial Church. Rooms with and without bath. Rates $3.50 per day, including meals. Special rates for two weeks or more. Location very central. Convenient to all elevated and street car lines.

Hotel Le Marquis
12 East 31st Street
New York
Combines every convenience and home comfort, and commends itself to people of refinement wishing to live on American Plan and be within easy reach of social and dramatic centers.
Rates with Illustrated Booklet gladly sent upon request. JOHN P. TOLSON.

Hotels and Resorts

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The Margaret Louisa
of the Y. W. C. A.
14 East 16th St., New York
A homelike hotel for self-supporting women. Single rooms $1.00 per night. Double rooms (2 beds) $1.40 per night. Restaurant open to all women. Send for circular.

NORTH CAROLINA

CEDAR PINES VILLA Southern Pines, N. C.
Modern house in 40 acre park of pines, excellent table, refined surroundings, quiet house. Golf. ½ mile from village and cars. Unexcelled climate, dry air. Restful and invigorating.

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Sea Bathing *now*—all the year round at the Hotel Chamberlin! Motoring, Tennis, and Golf on the Hotel's own Eighteen-Hole Course. The Hotel Chamberlin looks out upon Hampton Roads—next door to new Naval Training Base—a few miles from Langley Field, the Show Place for aviation in America. Much nearer and less expensive to reach than far South resorts. Send for Booklets! Address
George F. Adams, Manager
Fortress Monroe, Va.

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Private Hospital
For Mental and Nervous Diseases
Comfortable, homelike surroundings; modern methods of treatment; competent nurses. 15 acres of lawn, park, flower and vegetable gardens. Food the best. *Write for booklet.*
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Distinctly different from most sanitariums. Scientific application of advanced Metaphysical healing.
Complete department of modern physical treatments: Hydro-therapy, Massage, Swedish Movements, Gymnastics, Electricity, Radiant Light, etc.
Art and Crafts room. Light, airy, well-heated rooms. Good table and special diets.
Write for booklet.

Dr. Reeves' Sanitarium
A Private Home for chronic, nervous, and mental patients. Also elderly people requiring care. Harriet E. Reeves, M.D., Melrose, Mass.

Health Resorts

THE BETHESDA White Plains, N. Y.
A sanitarium for the invalid, the convalescent, and the aged. Address for terms
ALICE GATES BUGBEE, M.D. Tel. 241.

LINDEN The Ideal Place for Sick People to Get Well
Doylestown, Pa. An institution devoted to the personal study and specialized treatment of the invalid. Massage, Electricity, Hydrotherapy. Apply for circular to
ROBERT LIPPINCOTT WALTER, M.D.
(late of The Walter Sanitarium)

Dr. Vail's Sanatorium An exclusive resort in the beautiful Connecticut Valley. Massage, electricity, and baths. Golf and tennis. 3 resident physicians. Under successful management for 30 years. E. S. VAIL, M.D., Thompsonville, Ct.

Crest View Sanatorium
Greenwich, Ct. First-class in all respects, home comforts. H. M. HITCHCOCK, M.D.

"INTERPINES"
Beautiful, quiet, restful and homelike. Over 26 years of successful work. Thorough, reliable, dependable and ethical. Every comfort and convenience. Accommodations of superior quality. Disorder of the nervous system a specialty. Fred. W. Seward, Sr., M.D., Fred. W. Seward, Jr., M.D., Goshen, N. Y.

Property Wanted

SCHOOL WANTED
Boys' boarding and country day school or city day school. Will buy or lease. 1,073, Outlook.

Real Estate

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For Sale. One or both of Two Houses
INDIAN RIVER One of 7 rooms, bath, sleeping porch. One of 5 rooms, bath, sleeping porch. Shade, roses, palms; large bearing fruit trees; oranges, tangerines, grapefruit. Water-front, fishing, telephone, post office, village club, etc. Supplies delivered. 2 acres land. Address Executor, 1,099, The Outlook.

For Rent—Furnished Bungalow, Indian River. 5 rooms, bath, sleeping porch. Fruit, fishing. Northern neighbors. Supplies delivered. F. W. HANDY, Georgiana, Fla.

MAINE

Will Sell or Lease 300 acres, 40-room hotel, for summer school, camp, sanitarium or colony. A beauty spot of Maine Coast. 1,111, Outlook.

NORTH CAROLINA

FOR SALE In one of the best climates South
A two-story brick store and stock of merchandise. Lock Box 136, Tryon, N. C.

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INVENTIONS wanted. Cash or royalty for ideas. Adam Fisher Mfg. Co., 217, St. Louis, Mo.

AN educator—college woman—possessed of some means will find an unusual opportunity gradually to obtain ownership of girls' school, where present owner desires to retire. 7,657, Outlook.

AGENTS WANTED

INSYDE TIRES—inner armor for automobile tires; prevent punctures and blowouts; double tire mileage. Liberal profits. Details free. American Accessories Co., Cincinnati, Ohio, Dept. 127.

FURS

FUR REMODELING. Specialty of renovating old fur garments. Prices as low as consistent with good workmanship. See our beautiful selection of furs in the newest models now on display, moderately priced. A. H. Green & Son, 37 West 37th St., N. Y. Tel. Greeley 2210.

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